



**US Army Corps
of Engineers**
Alaska District



2008 Alaska Regional Ports and Harbors Conference



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Hotel Captain Cook • Anchorage, Alaska**



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Tab A: Biographies

EUGENE ASICKSIK
Past CEO, Norton Sound Economic Development Corp.

Former chief executive officer of Norton Sound Economic Development Corporation, the region's Community Development Quota group, Eugene Asicksik served NSEDC for 16 years. Eugene is also the past mayor of Shaktoolik, a position he held for more than six years. He currently serves as the Regional Economic Development Board of Directors for the Bering Straits Native Corporation since 1986.

Eugene is a life-long commercial salmon, herring and crab fisherman in Norton Sound. While with NSEDC, he generated more than \$140 million in economic development activity. He was also instrumental in building a seafood processing plant at Unalakleet, a surimi and freezer plant in Akutan, and the small boat harbor and port at Nome. Eugene also worked at Red Dog Mine and Port Donlin.

MICHAEL BLACK
Deputy Commission, DCC&ED

Mike Black has served for 27 years for the Department of Community and Regional Affairs and now the Department of Commerce, Community and Economic Development. Mike is currently Deputy Commissioner for the Department of Commerce in charge of economic development and rural affairs.

Mike has worked in many of the communities of western Alaska as a community planner and local government specialist. His travels have taken him to more than 70 of the Alaskan villages and small cities throughout the State. Mike graduated from Ohio University in 1970 with a BBA and received a Masters in Environmental Management from Duke University in 1974.

CARL BORASH
Civil Works Branch Chief, U.S. Army Corps of Engineers

Carl Borash is Chief of the Civil Works Branch of Engineering Division. He supervises four sections who conduct about 70 GI and CAP studies in Alaska District. Carl has served the Alaska District for 30 years.

Carl was a planner on flood damage reduction projects in St. Paul District for nine years before transferring to Alaska District in 1978. In addition to his plan formulation duties in Alaska, he was a project manager on CW construction projects for three years and Acting Chief of the Hydraulics and Hydrology Section for a year. Carl was a charter member of the Civil Works Planning Capability Task Force in 2000 that recommended numerous

measures to revitalize CW planning competencies, including the Planner Core Curriculum courses presented nationwide, the Master's Degree Program in Water Resources Planning, and the resumption of the Planning Associates Program.

Carl holds a BCE degree in Civil Engineering from the University of Minnesota and was a graduate of the Planning Associates Program in 1975. He is a Registered Professional Engineer in Minnesota.

STEVEN C. BORELL, P.E.
Executive Director, Alaska Miners Association

Steve Borell is Executive Director of the Alaska Miners Association, an industry support organization with more than 1,000 members. The AMA represents all aspects of the mineral industry before state and federal agencies, the State Legislature and U.S. Congress. He has more than 33 years experience involving exploration and operations in coal, placer and hardrock metal mining in various western and mid-western states, Canada and South America. He is a registered professional engineer in Alaska, Colorado and North Dakota.

MICHAEL CATSI
Executive Director, Southwest Alaska Municipal Conference

Michael Catsi was born and raised in Sydney, Australia, and has lived and worked in Skagway Alaska since 1990. Prior to joining SWAMC in 2007 he worked in all aspects of Skagway's economy including tourism, hospitality, construction, government, and tribal affairs before serving as Executive Director of the Skagway Development Corporation (a non-profit economic development organization) for four years. Michael was twice elected to the Skagway City Council (2002-2007), and represented the City of Skagway on the Governor's Stranded Gas Development Act Municipal Advisory Group. He has been actively involved in the Alaska Municipal League since 2003, and has been co-chair of the Legislative Committee and a member of the AML Board of Directors since November 2005.

DOROTHY COOK
President, Native Village of Eklutna

Dorothy Cook has served as president and chair of the Native Village of Eklutna since 1997. From 1993 to 1997, she served as the council treasurer. Dorothy was born at the Native Village of Eklutna, but spent her early years at Birchwood about eight miles from the village.

<p>WILLIAM GARY DEAVER President/CEO, Totem Ocean Trailer Express</p>

Bill Deaver is President and Chief Operating Officer of Totem Ocean Trailer Express, Inc. (TOTE). His responsibilities cover all activities associated with TOTE's liner cargo operations from Tacoma, WA to the Alaska railbelt, as well as all charter vessel operations. Recently Bill has overseen the integration of the company's two new Orca class vessels into the Alaska trade, renovations to its two terminal facilities in Anchorage, Alaska and Tacoma, Washington, the phasing in of a large fleet of 53' trailers, and the successful integration of a new back office system for the company.

Bill joined TOTE in March 2000, and was promoted to Senior Vice President and Chief Operating Office in July 2002, and the title of President was added in April 2004. During his 35 year ocean transportation career, he has held numerous management positions with Maersk Sea-Land, and with Sea-Land Service. Bill has lived abroad for 29 years and has held key management positions while living in Korea, The Republic of China, the Philippines, Canada, Hong Kong, Ireland, and the states of Alaska, California, Georgia, and Washington.

Bill has a B.S. degree in Management Finance from the University of Oklahoma, and has completed MBA studies at the University of California at San Francisco. Bill and his wife Valerie live in Auburn, WA and Anchorage AK, and they have 4 grown children.

<p>BEN ELLIS Managing Director, Institute of the North</p>
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Ben Ellis is the Managing Director for the Anchorage-based Institute of the North. He became deputy director at the institute in June 2003 and was promoted to managing director four months later.

As managing director, Ben has represented the Institute at international fora in the Russian Federation, China, the United Kingdom, Iceland, Denmark, Canada, Finland, Sweden as well as Washington, D.C. In that role, he is leading a team of experts at the institute to assess and improve the infrastructure within the eight Arctic Council nations in the areas of aviation, telecommunications and Arctic shipping. He is a core team member of the Arctic Marine Shipping Assessment, as well as the Arctic Information and Communications Technologies Assessment. Ben was also instrumental in gaining the Arctic Council's support for the Arctic Energy Summit and is the principal coordinator for the two-year International Polar Year event.

Ben holds a Master's degree in journalism from the University of Missouri-Columbia. He worked as an international journalist in Hong Kong and New York City with the Asian Wall Street Journal and its parent company Dow Jones before coming to Alaska and serving as the Kenai Peninsula bureau chief for the Anchorage Times.

<p>ARNE FUGLVOG Legislative Assistant to Senator Murkowski</p>

Arne Fuglvog is the Legislative Assistant for Fisheries, Transportation and Natural Resources for Senator Lisa Murkowski. Arne is a past president of the Petersburg Vessel Owners Association and executive committee of the United Fishermen of Alaska. He is also a former member of the North Pacific Fisheries Management Council and an advisor to the International Pacific Halibut Commission.

He was born and raised in Petersburg, Alaska and has 32 years of experience as a commercial fisherman, most recently as the owner and operator of the fishing vessel Kamilar. He graduated with a BA from the University of Puget Sound.

<p>PAT GAMBLE President and CEO, Alaska Railroad, Inc.</p>

Pat Gamble is President and Chief Executive Officer of Alaska Railroad Corporation, a \$140 million dollar freight, passenger, and land management business. He retired as a four star General from the United States Air Force after a career as a fighter pilot, including a combat tour during Vietnam. He has 15 years of executive level leadership in business and government service including duty as the director of NATO operations and logistics, and director of United States Air Force air and space operations.

Pat served as the top Air Force commander in the Pacific region and was responsible for operations, planning, and budgeting of fourteen military installations with 50,000 employees and 400 aircraft.

Joining the Alaska Railroad in 2001, he has made safety, employee quality of life, and business excellence his chief priorities.

Pat has participated on community service boards such as the United Way, local and state Chamber of Commerce, and has worked extensively with secondary and university education boards both in and out of state.

A member of the Corps of Cadets and a graduate of Texas A&M University in mathematics, Pat earned his MBA at Auburn University.

JOHN GOLL
Regional Director, Minerals Management Service

John Goll is the Regional Director of the Alaska Outer Continental Shelf Office, since May 1997. He is responsible for oil and gas and other mineral leasing and oversight of industry activities on the outer continental shelf off Alaska. This ranges from assessments of the oil and gas resources, preparation of environmental analyses and research, coordinating with local, state, tribal, and federal governments, and others interested in the OCS program, and assuring that exploration and development on the federal OCS is done safely and in the best interest of the United States.

Prior to becoming Regional Director, John headed the MMS's national environmental office and was responsible for the agency's nationwide environmental program, including NEPA and research. He was closely involved with the National Research Council committee which reviewed MMS's environmental studies program, and represented MMS on the Council's Ocean Studies Board project on improving the use of science in decision making for coastal issues. He has participated in training missions with Russian environmental regulators in northwest Siberia and last year in Sakhalin Island. He also worked as a meteorologist with the U.S. Geological Survey and the U. S. Nuclear Regulatory Commission, working on air quality modeling and assessments.

John holds a Bachelors Degree in Meteorology and Oceanography and a Masters Degree in air pollution meteorology, both from the University of Michigan. He is married and has 2 daughters. He especially enjoys winters in Alaska with its cross country skiing and ice skating, and hiking and canoeing in the summer.

TOM HARRIS
CEO, Tyonek Native Corporation

Tom Harris is currently the CEO for the Tyonek Native Corporation. Prior to this he was the president and CEO of Alaska Village Initiatives accountable to the 23 member board of directors who are elected by AVI members of ANCSA Regional and Village Corporations and Alaska Native Tribes. While at AVI, Tom led Project Code Red® which contributed to the lowest fire loss rate in Alaska's history. AVI received the national award by the Alaska State Fire Marshal as the most improved state in the nation. In that year, Alaska's national ranking went from the top 3 fire loss states in the nation to being ranked 30th in the nation.

Tom also led the creation, design, funding and implementation of Private Land Wildlife Management (PLWM) based on similar systems in Tyonek and the Lower 48. This system encourages the land owner to take an active part in the restoration of wildlife species to levels that support local subsistence needs and develops a surplus for the world market on terms and conditions acceptable to local communities.

Tom serves as the Advisory Board Member of the Salvation Army, Director for the 13th Regional Corporation, Past Director of Alaska Rural Development Council, Past Board Member of Cape Fox Corporation, and Organizational member of the Council of Economic Policy for Rural Alaska (CEPRA).

<p>CAPT. MICHAEL D. INMAN Chief Response Division, 17th USCG District</p>

Captain Inman reported to duty as Chief, Response Division, 17th Coast Guard District on 18 June 2007. Immediately prior to reporting to the 17th Coast Guard District, Captain Inman served as Commanding Officer of USCGC JARVIS homeported in Honolulu, Hawaii.

Captain Inman has served on aboard five Coast Guard cutters and one U.S. Navy ship. In addition to commanding USCGC JARVIS, he served as Commanding Officer of USCGC ACUSHNET homeported in Ketchikan, Alaska; as Executive Officer aboard USCGC GALLATIN homeported in Charleston, South Carolina; as Operations Officer aboard USCGC DALLAS then homeported in New York, New York; as a Weapons Division Officer aboard USS BREWTON then homeported in Pearl Harbor, Hawaii; and as a Deck Watch Officer aboard the recently decommissioned USCGC STORIS.

Prior to assuming command of JARVIS, Captain Inman served as Chief, Office of Law Enforcement, Seventh Coast Guard District, Miami, Florida with responsibilities for all Coast Guard law enforcement and security operations in the Southeast U.S. and the Caribbean. He also served as Chief of Operations, Coast Guard Greater Antilles Section, San Juan, Puerto Rico with responsibilities for all Coast Guard law enforcement, search and rescue, aids to navigation and international engagement operations.

Captain Inman is a 1980 graduate of the U.S. Coast Guard Academy with a Bachelors Degree in Marine Science. He subsequently earned a Masters Degree in Telecommunications Systems Management from the Naval Postgraduate School in Monterey California. Captain Inman is the recipient of the Legion of Merit, four Meritorious Service Medals, three Coast Guard Commendation Medals, the Navy Commendation Medal, the Coast Guard Achievement Medal, the Navy Achievement Medal and the Coast Guard Commandant's Letter of Commendation Ribbon Bar. Additionally, while serving aboard USS BREWTON, Captain Inman earned designation as a Navy Surface Warfare Officer.

ROBERT JUETTNER
Administrator, Aleutians East Borough

Robert Juettner has lived and worked in rural Alaska since 1977 starting as the City Administrator of McGrath in late 1978. After moving to Anchorage in 1984, he spent four years in the private sector and returned to municipal government in January 1988 as the City Administrator of Sand Point. In that capacity, he carried out the construction of a sheet pile bulkhead in the Sand Point harbor as well as the transfer of ownership of the harbor from the State of Alaska to the City of Sand Point, the first such transfer in the state. In August of 1991 he assumed the position of Administrator of the Aleutians East Borough with the first major round of projects consisting of building public docks in five of its six communities. Robert has worked on boat harbor projects with the Corps of Engineers and his educational experience includes a BA & MA in history.

PETER LARSEN
Sr. Policy Advisor on Climate Change & Energy, The Nature Conservancy

Peter Larsen is Senior Policy Advisor on Climate Change & Energy for The Nature Conservancy's Alaska field office. Peter has nearly a decade of experience researching topics related to environmental and energy economics. Most recently, he conducted research at the University of Alaska's Institute of Social and Economic Research (ISER) that estimated the dollar value of the state's infrastructure at risk from projected climate change. While at the National Center for Atmospheric Research (NCAR) in Colorado, Peter built an econometric model to estimate the sensitivity of the entire U.S. economy to historical weather variability. He also worked as a Senior Associate in the Resource Economics practice at Stratus Consulting where he wrote numerous papers on such diverse topics as electricity market deregulation in the Northeastern United States and climate change impacts on the country of Nepal. Peter's climate change research has been featured on local/international public radio and other media outlets. He holds an M.S. in natural resource economics from Cornell University and B.A. in economics from The University of Montana at Missoula."

GARY A. LOEW
Chief of Civil Works Programs Integration Division, Headquarters
U.S. Army Corps of Engineers

Gary Loew is currently serving as the Director of the Civil Works Programs Integration Directorate for the U. S. Army Corps of Engineers, where he is responsible for the program development, defense and execution of the Corps' water resources development mission. He is also the leader of the USACE Program and Project Management Community of Practice, which represents the breadth and depth of program and project management talent and skills within the Corps.

Prior to this recent assignment to Headquarters, Gary served as the Director of the Programs Directorate, at the Southwestern Division, U. S. Army Corps of Engineers. He served in the Dallas office for 8 years from 1997 to 2005. In this position he was responsible for the management of all Military design and construction for the Army and the Air Force and the Civil Works water resources development programs in the southwest region of the United States. While assigned to the Southwestern Division he also served in Baghdad, Iraq from April to September 2003 as Director of Planning for Task Force 'Restore Iraqi Oil' (RIO).

Gary earned his Bachelor of Science Degree with majors in Microbiology and Chemistry from the University of Maryland in 1967, his Master of Science (Sanitary Engineering) from the University of Washington in 1968, and has Certificates of Advanced Study from the Johns Hopkins University in 1975 (Environmental Engineering) and the Massachusetts Institute of Technology, Center for Advanced Engineering Studies, in 1981.

MOLLY MCCAMMON
Executive Director, Alaska Ocean Observing System

Molly McCammon is the Executive Director of the Alaska Ocean Observing System, a coalition of government, academic and private partners working together to integrate ocean observations and provide better information for users of the ocean and ocean resources. She serves as the chair of the National Federation of Regional Associations for Coastal and Ocean Observing and is also a member of the Ocean Research Advisory panel which advises federal ocean research agencies. Prior to that, she served for nearly a decade as Executive Director of the *Exxon Valdez* Oil Spill Trustee Council, administering the billion-dollar restoration fund established as a result of a court settlement between the United States government and the state of Alaska and Exxon Corporation following the 1989 *Exxon Valdez* oil spill.

Molly came to Alaska 34 years ago after graduating from the University of California at Berkeley with a degree in journalism. Since then, she has worked as a natural resource

policy specialist for Alaska's governor, state legislature and department of fish and game, reported for radio and television news, and homesteaded in the Brooks Range.

PHILLIP E. OATES
City Manager, Seward

Phillip Oates is the City Manager of Seward. He is a retired major general from 34-years of service in the United States Army. His service on active duty in Alaska included assignments as the Chief of Staff, 6th Infantry Division (Light), and Chief of Staff of Alaskan Command. He also served from 1999 to 2003 as the Adjutant General of Alaska, Commander of the Alaska National Guard, and Commissioner of the Alaska Department of Military and Veterans Affairs. He is currently completing a Doctor of Business Administration degree with the University of Phoenix. Phillip resides in Seward with his wife, Karla. They have three children and two grandchildren.

PATRICIA OPHEEN, P.E.
Chief of Engineering Division, U.S. Army Corps of Engineers

Patricia Opheen, P.E., has been the Chief of the Corps of Engineers Alaska District Engineering Division since January 2005, managing a staff of 165 engineers and scientists and numerous professional services contracts. Her division's annual program exceeds \$550M of Civil Works, Military, and Environmental project including harbors, housing, maintenance and operations buildings, utilities, and airfields. She maintains collaborative relationships with federal and state agencies, serves on the University of Alaska, School of Engineering Advisory Board; and is active in professional as well as youth outreach and educational activities.

Patricia worked for the Missile Defense Agency from 2001 to 2005, led the technical support to design, construction and system equipment installation at the Ft. Greely \$500M missile field complex, with a primary focus on Facility Configuration, involving complex organizational interfaces. From 1991 to 2001 she worked as a Corps of Engineers Project Manager and led interdisciplinary teams on military project programming, design and construction, which received numerous awards. Engineering highlights include a high rise radar building, public schools renovations, and hydrant fuel systems.

JEFFERY C. OTTESEN
Statewide Planning Chief, ADOT&PF

Jeffery Ottesen is a professional transportation planner who has lived in Alaska since 1977. Jeff's career with Alaska DOT&PF spans twenty years and he has been involved in several facets of the organization, including standards, planning, environmental documentation and right-of-way. Prior to joining DOT&PF he work for nearly ten years with two major consulting firms, including Kramer, Chin & Mayo in Juneau and Parsons Brinckerhoff in Seattle, WA. In that capacity he managed such major design projects as the Begich Boggs Visitor Center in Alaska, Ketchikan Police Station and Mukilteo, WA ferry terminal.

Outside of DOT&PF, Jeff is a board member and president of a non-profit that helps with disadvantaged Alaska youth by giving them a joint work experience and educational opportunity. He received his B.S. degree in Landscape Architecture from Washington State University in Pullman and a Masters in Regional Planning from the University of Massachusetts, Amherst.

RICHARD F. SCHIAVONI, P.E.
Chief of Civil Works Integration Division, U.S. Army Corps of Engineers

Richard Schiavoni is the Civil Works Integration Division Chief for the Pacific Ocean Division in Honolulu, Hawaii. He is responsible for the policy guidance and program execution of water resource and regulatory programs under the Pacific Ocean Division jurisdiction which includes the states of Alaska and Hawaii and the US possessions in the Pacific Rim. Prior to this, Richard was the Engineering Division Chief for the Far East District, U.S. Army Corps of Engineers in Seoul, Korea and was responsible for the execution of engineering services to support the District's Military, Host Nation, Water Well, and Environmental programs, for the Army, Air Force, Navy and DoD agencies in Korea. He provided management, direction and control of engineering services for projects with an average annual construction value of \$400 million.

Richard acquired his BS in Electrical Engineering from the University of Hawaii in 1976 and is a Registered Professional Engineer in the State of Hawaii. He also is a graduate of the U.S. Army Corps of Engineers Executive Development Program and is a member of Society of American Military Engineers.

His previous USACE assignments include: Project Manager, Family Housing and Hospital Branch, Pacific Ocean Division (1984-85); Technical Reviewer, Technical Engineering Division, Pacific Ocean Division (1985-86); Chief, Electrical-Mechanical Section, Design Branch, Honolulu Engineer District (1986-87); Chief, Electrical-Mechanical Branch, Technical Engineering Division, Pacific Ocean Division (1987-89); Chief, Design Branch, Honolulu Engineer District (1989-98); Deputy Chief, Engineering

& Planning Division, Nashville Engineer District (1998-99); and Senior Army Program Manager, Programs Directorate, Pacific Ocean Division (1999). His civil service awards include two Superior Civilian Service Awards, and the Commander's Award for Civilian Service.

<p>WILLIAM J. SHEFFIELD Director, Port of Anchorage</p>
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Bill Sheffield has been a leader in business, government, and public policy for most of the 53 years he has lived in Alaska. He served as governor from 1982 to 1986 following a business career in which he built a company that became one of the largest private employers in Alaska and the Yukon Territory.

Since leaving office in 1986, Governor Sheffield has taken seats on several private and non-profit boards of directors, served as economic development consultant specializing in natural resource development and currently serves as the Director of the Port of Anchorage. As Director, Sheffield has developed a Master Plan for development of the Port, increased Port awareness and implemented a massive expansion that started in 2004 and will be completed in 2012.

He is a trustee of Alaska Pacific University; a member of the Advisory Board of ENSTAR Natural Gas; a charter member of Commonwealth North, Alaska's leading public affairs forum; Past Chairman of the Federal Salary Council; former Alaska Chairman of the United Nations 50th year celebration; recently received from Alaska Business Monthly the Lifetime Achievement Award in Business, 2006; retired President & CEO of the Alaska Railroad Corporation and now serves as its Chairman of the Board. In recognition of his service to the Railroad and to the State of Alaska, the Alaska Railroad Depot at the Ted Stevens International Airport was named after Governor Sheffield in 1999.

<p>JOHN M. STONE, P.E. Director, Port of Juneau</p>
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John Stone is the current President of the Alaska Association of Harbormasters and Port Administrators (AAHPA). AAHPA is an organization comprised of harbor managers from 30 public harbor systems throughout Alaska. AAHPA was established in 1972 with the basic goal of improving Alaska's public harbor systems.

John also serves as Port Director for the City and Borough of Juneau where he is responsible for overseeing the operation of two cruise ship facilities, seven small boat harbor facilities, six recreational boat launch facilities, and several hundred acres of the tidelands. Prior to serving as Port Director, John was the Engineering Director for the City and Borough of Juneau where he oversaw the city's capital improvement project

program. He also has experience building docks, harbors, hospitals, airports, schools, streets, parks and recreation facilities, water, sewer, and a variety of other public and private improvements. John is a graduate of the University of Maine and a registered civil engineer in Alaska.

<p>MARC VAN DONGEN Director, Port MacKenzie</p>
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Marc Van Dongen has served as Port Director/Port Engineer of Port MacKenzie since April 2000. Previous service also includes 24 years in the U.S. Army Corps of Engineers, including four years as the Deputy Commander of the Alaska District. Among his many military awards are the Legion of Merit, Bronze Star, and Bronze Order of the deFleury medal. Marc is currently retired as a Lieutenant Colonel.

Marc has served as Executive Director of the Aleutian Housing Authority, and as President/CEO of KIC Corporation in Kotzebue, Alaska. He has a Coast Guard Master's License (L.S.), and is a Private Pilot, Licensed Alaskan Fishing Guide, Journeyman Carpenter, Certified Scuba Diver, and Eagle Scout. Marc has been a resident of Palmer, Alaska since 1992. He earned a Bachelor's Degree in Engineering Technology and a Master's Degree in Business Administration (MBA).

<p>SIIKAURAQ WHITING Mayor, Northwest Arctic Borough</p>

Siikauraq Whiting was born and raised in Kotzebue, Alaska and is the first elected female Mayor for the Northwest Arctic Borough and has held that position since October 2006. She is a Kotzebue High School graduate and has a bachelor's degree in Natural Resource Land Management from Sheldon Jackson College in Sitka.

Siikauraq is honored to represent the people of the NANA region as Mayor and will continue to promote Inupiat Ilitqusiat Values in all aspects of life. These Values ensure traditional Inupiaq ways set the foundation of future growth and development while successfully incorporating traditional knowledge with new technology.

<p>COLONEL KEVIN J. WILSON Commander, U.S. Army Corps of Engineers, Alaska District</p>
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Colonel Kevin J. Wilson became the Commander of the U.S. Army Corps of Engineers, Alaska District, on July 14, 2006. Col. Wilson came to Alaska from the U. S. Army War College at Carlisle Barracks, Penn. Prior to the War College, Col. Wilson was the joint forces Army Engineer Officer responsible for coordinating Army Engineer Operations in support of Homeland Defense and Civil Support in the U.S. Northern Command (USNORTHCOM) from August 2003 to July 2005. Additionally, he coordinated engineer operations along the U.S./Mexico border with Joint Task Force North and was the J4 joint forces representative to the USNORTHCOM Current Operations Group.

Previously Col. Wilson commanded the 249th Engineer Battalion (Prime Power) and was the Commandant of the U.S. Army Prime Power School. The 249th Engineer Battalion is a one of a kind unit that specializes in Prime Power generation worldwide. As the Commander, he was heavily involved with military operations worldwide to include Afghanistan and Iraq. He also participated in disaster relief operations in support of Federal Emergency Management Agency in New York City in the wake of 9/11 and in Guam for Typhoons Chata'an and Pongsona and in Louisiana for Hurricane Lily.

Col. Wilson received a Masters of Civil Engineering from Cornell University in 1992 and a Bachelors of Science from Bemidji State University in 1983. He is a graduate of the Command and General Staff College at Fort Leavenworth, KS. He received his commission through ROTC in 1983.

<p>DON YOUNG Congressman</p>

Congressman Don Young was re-elected to the 110th Congress in 2006 to serve his 18th term as Alaska's only Representative to the United States House of Representatives. First sworn in as a freshman to the 93rd Congress after winning a special election on March 6, 1973, Congressman Young is today the 3rd ranking Republican member and the 7th ranking overall member of the House of Representatives.

Congressman Young served as Chairman of the House Resources Committee from 1994 to 2000 and then as the Chairman of the House Transportation and Infrastructure Committee from 2000-2006. In the 110th Congress, Representative Young has returned to the helm of the Resources Committee to lead his fellow Republicans as the Ranking Member.

Congressman Young's calls Fort Yukon, Alaska home; a remote village of approximately 700 people located 7 miles above the Arctic Circle in Alaska's central interior region. Born on June 9, 1933 in Meridian, California, he earned his associate degree at Yuba

Junior College in 1952, and his bachelor's degree in teaching at Chico State College in 1958. Between earning these degrees, he served in the US Army's 41st Tank Battalion from 1955 to 1957.

When first moving to Alaska, Congressman Young made a living in construction and tried his hand at commercial fishing, trapping, and in the search for gold. In Fort Yukon he taught in a 25-student, 5th grade elementary class in the Bureau of Indian Affairs school. Constructed of logs, the school had a wood stove that kept his Alaska Native students warm in the sub-freezing, arctic winter. With the annual spring break-up of the river ice, he captained his own tug and barge operation to deliver products and supplies to villages along the Yukon River. Even today, he remains the only licensed mariner in Congress.

Congressman Young proudly serves as the "Congressman for All Alaska" and loves his role as the only Alaskan Representative in Congress. Renewed by the challenges and goals of the 110th Congress and of his position as Ranking Member of the House Committee on Natural Resources, Congressman Young will continue to champion legislation and funding for programs benefiting Alaska and the nation. His vision remains the same – to provide citizens with the opportunity for a better life not just for today, but also for tomorrow and the future.

**Tab B: Map and Fact Sheets of
Selected Recently Completed Projects**



US Army Corps
Of Engineers
Alaska District

Selected Recently Completed Projects



Arctic Ocean





Selected Recently Completed Projects

Nome Navigation Improvements. This project solves significant navigation problems through wave protection, sediment management, improving harbor access by commercial fishing boats, and improving cargo handling thus decreasing transportation costs and expanding services to 26 outlying small villages as well as Nome.

a. **Sponsor:** City of Nome

b. **Description:** A contract for \$36 million was awarded to the Kiewitt-Manson JV in September 2003 for the harbor improvements. The improvements consisted of a 3,025 foot attached rubble mound breakwater located east of the existing causeway, a 270 foot rubble mound spur extending out from the end of the causeway, dredging to construct a navigation channel to pass through the spit between the causeway and the breakwater structures, a sediment trap and bypass system, replacement of a two-lane bridge with a simple span 130 foot steel bridge, filling of the existing entrance channel, and removal of the old entrance channel jetties.



Shishmaref Erosion Protection. The Village of Shishmaref has experienced recent severe coastal storms that have eroded the island of Sarichef, and threaten both private and public property. The village has obtained funding for efforts to protect a stretch of the beach to the west of the school property where a BIA road is at risk, but does not have sufficient funding to continue the protection on past the school property. The village has requested protection that will provide protection for at least 15 years.

a. **Sponsor:** Bering Strait School District.

b. **Description:** A 175 ft. revetment to protect the school quarters building under the Corps' Section 14 authority was contracted to Drake Construction and completed in October 2005. The protection is tied-in to the protection being implemented to the west of the school.



Wrangell Harbor. The existing harbor was constructed by the Corps in 1926 and improved in 1936 and 1951. Users, including a substantial commercial fishing fleet, incur increased operating and maintenance costs due to overcrowding. Vessels are routinely turned away, and safety concerns are heightened. Unmet demand for moorage in Wrangell is estimated to be 400 to 500 vessels.

a. **Sponsor:** City of Wrangell

b. **Description:** Heritage Harbor is located at Cemetery Point; the site is one-half mile south of the existing Wrangell Harbor. A 1,816 foot long rubble mound breakwater was constructed from shore and extended northwest and north. A 535 foot long rubble mound breakwater was extended from near shore to the west. The positioning of the breakwaters creates an entrance channel alignment allowing access from the southwest. An approximate 13.3-acre mooring basin was dredged to depths of -12 feet MLLW to accommodate approximately 218 vessels.



Sand Point Harbor. Sand Point is a commercial fishing community on the Pacific coast off the southwestern Alaska Peninsula. Sand Point is about 570 air miles southwest of Anchorage and about midway between Kodiak and Dutch Harbor. The harbor provides close access to one of the State's most productive fishing areas. For the past few years the population has been stable at around 1,000. The economy is based almost wholly on commercial fishing.

a. **Sponsor:** Aleutian East Borough

b. **Description:** The project consisted of an enclosed basin with a center entrance channel between two breakwaters. A 570 foot-long rubble mound breakwater was extended from the south breakwater of the existing harbor to form the northwest side of the harbor and the eastern side of the entrance channel. A 730 foot-long breakwater was constructed from the shore and extends northwest. The entrance channel and inner harbor were dredged.



Kake Dam. The community of Kake receives its water supply from the impoundment behind a dam on Gunnuk Creek. In July 2000, a log breached the timber dam, creating an emergency water supply need for the community. Since that time the community has constructed a temporary low profile dam upstream from the previous dam and is supplying water, under precarious conditions, for the community. The Alpine Lakes project, intended as a supplemental water source, was brought on line in May 2002. The community strongly desires construction of a replacement dam as soon as possible to alleviate fears of inadequate water supply for drinking, fire protection, and industrial and commercial supply including the Gunnuk Creek hatchery, which is an important economic provider for the community and the fishing industry. The hatchery's operations could be greatly impacted without a stable water supply, resulting in a significant loss to the region.

a. **Sponsor:** City of Kake

b. **Description:** The recommended plan called for construction of a gravity concrete dam approximately 53 feet upstream from the previous dam, covering an area about 4,750 ft², and a spillway height of 17.7 feet. Because the hatchery and bridge downstream are at risk, the dam was constructed to meet State of Alaska standards for a Class I dam. An intake structure, complete with fish screen and trash rack, house intake lines for the city, hatchery water supply, and an opening for the future option of hydropower generation. The project stores 12.6 acre-feet of water in a reservoir.



King Cove Harbor. Since the Corps of Engineers constructed an 11-acre harbor at King Cove in the early 1970s, the make-up of the fleet using the harbor has changed significantly. The size as well as the number of vessels fishing the waters of the Aleutian Island chain has grown dramatically. In water once dominated by the typical salmon seiners less than 58 feet in length, larger tenders and crabbers ranging in length from 85 to 165 feet have become increasingly common. The King Cove economy is dominated by commercial fishing; most community activities center on the waterfront. This project was constructed under the Corps' CAP Section 107 authority.

a. **Sponsor:** Aleutian East Borough

b. **Description:** This project created a new harbor southeast of the existing harbor, south of the existing causeway. It provided 50 slips for vessels in excess of 80 feet. The plan incorporated the causeway as a northern breakwater to define the harbor basin. The existing harbor basin remained as is. A 125-foot-wide entrance channel made a straight approach around the head of the new main breakwater. Its alignment was through dredged depths of -17 ft MLLW. This allowed the design vessel to enter the harbor without excessive maneuvering. The entrance channel does not conflict with current or future use of the ferry dock at the end of the causeway.



Ouzinkie Harbor. This project was constructed under the Corps' CAP Section 107 authority. Ouzinkie is located on Spruce Island overlooking Narrow Strait, which separates the village from Kodiak Island. The local economy is dominated by commercial fishing, and most community activities center on the waterfront. The only transportation to Ouzinkie is by water and air. Boats anchored at Ouzinkie were buffeted by waves and swells, causing much damage.

a. **Sponsor:** City of Ouzinkie

b. **Description:** A 600-foot-long detached rubble mound breakwater is located north of Katmai Creek. The structure has a crest height of +17 ft MLLW and extends into water depths of approximately -25 ft MLLW. The harbor area is 2.0 acres, and provides three floats in a stepped mooring basin of -13 ft, -11 ft, and -9 ft. The entrance channel is at -16 ft MLLW. The mooring basin accommodates up to 72 vessels in the summer and 65 vessels in the winter.



Saint Paul Harbor. The Saint Paul Harbor breakwater project was authorized in WRDA 1986, and construction was completed in 1989. However, storm waves continued to overtop and transmit through the main breakwater, creating hazardous conditions and damage to vessels and facilities in a harbor which serves a fishing fleet three times greater than that for which it was designed.

a. **Sponsor:** City of Saint Paul

b. **Description:** The project consisted of a dredged entrance channel at -32 feet MLLW, a spending beach on the lee side of the existing detached breakwater, three offshore reefs parallel to the existing main breakwater, an environmental restoration feature to increase the flow of water into the Salt Lagoon, and a small boat harbor with an entrance channel and maneuvering area dredged to -20 feet depth and a small breakwater. Phases I and II were completed in 2001 and 2005, respectively, by Kelly-Ryan, Inc. at a total cost of about \$50 million. The contract for Phase III, the Small Boat Harbor, is expected to be awarded in spring 2008.



Galena Bank Protection. Several bank protection projects have been constructed on the Yukon River at Galena since the 1950s, including a Corps project in 1987. However, bank erosion continued to encroach upon the community of Galena. This continued erosion threatened the residences and businesses and increased the risk of failure of the existing bank protection measures. Long-term erosion threatens to create a short-circuit (flanking) of the Yukon River and isolate the community.

a. **Sponsor:** City of Galena

b. **Description:** 1800 LF of bank protection was constructed in 2005 at a cost of about \$5 million. The project consisted of a three-foot thick layer of riprap extending from the top of the bank, elevation about 125 feet to elevation 90 feet. Filter fabric and filter stone were placed to minimize the movement of fine material within the bank. Grading of the bank was necessary to provide an even slope for placement of the filter material and riprap. The riprap design is the same used for the previous project at Galena, which has functioned properly with minimal maintenance.



Seward Harbor. The project was undertaken since the harbor was filled to capacity and had a waiting list of more than 330 boats. The project was designed to expand the harbor reconstructed by the Corps in 1965.

a. **Sponsor:** City of Seward

b. **Description:** The project included a new 1,700-foot rubble mound breakwater and entrance channel approximately 400 feet east of the existing harbor. The 1,100 feet of the existing east breakwater was removed. The plan added 11.7 acres of moorage basin at two design depths and accommodates about 336 additional vessels. The recommended plan has tidal disposal areas of 5.2 acres at the south beach and 0.8 acres at the north basin area (6 acres total). The remaining dredged material was placed in the existing entrance channel to elevation 0 MLLW to create mussel/clam habitat.



Gold Creek Salmon Restoration. This project is located in downtown Juneau, downstream of the lined creek channel where increased water velocity below the channel washed away salmon spawning gravel. The lack of spawning substrate rendered all of Gold Creek without salmon habitat. The salmon restoration project was constructed in 2003 to remedy this problem.

a. **Sponsor:** City and Borough of Juneau

b. **Description:** The project included construction of three vortex weirs in the creek spaced 30 meters below the lined concrete channel to below the Glacier Highway Bridge. The vortex weirs consist of one layer of 5 to 9 metric ton stones embedded into the substrate. A second layer of similar sized stone is placed just upstream of the embedded stones. Twenty-three cubic meters of spawning gravel was placed upstream of each weir. The weir directs flood flows toward the center of the channel at the apex of the weir arch, thus reducing velocities in front of the weir. Velocity reduction reduces channel scour and gravel loss is minimized. Since flood flows are directed to the center of the channel and away from the banks, there is no more need for the riprap bank protection. Depending on flow, gravel has to be replenished periodically since there is no upstream source available to replenish it naturally. During normal stream flows, the rock weir does not impede flows across the spawning gravels. The construction of the vortex weirs does not impede overall flood flows.



View of pink salmon spawning in constructed project.

Tab C: Active Project Listing



US Army Corps
Of Engineers
Alaska District

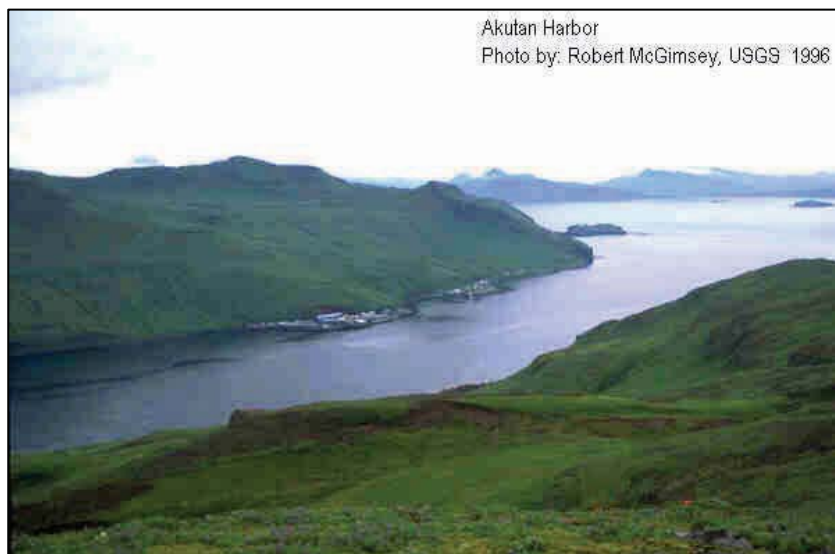
Active Navigation Studies



Akutan Harbor

Akutan, Alaska

- **Location:** The city of Akutan is located on the north shore of Akutan Harbor, a large well-protected opening to Akutan Bay and the Bering Sea on the eastern side of Akutan Island. Akutan Island is 790 miles southwest of Anchorage.
- **Project Description:** The proposed harbor will provide protected moorage and serve as a base of operations for a fleet of commercial fishing vessels.
- **Status:**
 - Estimated project cost, \$20 million.
 - Final report completed in Dec 04.
 - Construction Authorized
 - Design agreement executed 1 March 2005.



Anchorage Harbor Deepening Anchorage, Alaska

- Location: Anchorage Harbor is located at the Port of Anchorage. The Port was recently designated a Strategic Port by the Department of Defense.
- Project Description: POL vessels drafting 40 feet must dock during high tide and offload the cargo quickly to avoid grounding out at low tide. Anchorage Harbor serves as Alaska's regional port and provides services to approximately 90% of the total population of Alaska. Section 118, P.L. 108-447, authorized the Corps to deepen the harbor to -45' MLLW at the proposed Port of Anchorage intermodal marine facility.
- Status:
 - Reconnaissance report is in review.



DeLong Mountain Terminal, Alaska

- Location: The DeLong Mountain Regional Port is located in northwestern Alaska, 75 miles north of Kotzebue, and 650 miles northwest of Anchorage.
- Project Description: The proposed project would improve the existing lightering barge loading facility by providing a breakwater or a deep draft direct load facility with a dredged navigation channel.
- Status
 - A Feasibility Cost Sharing Agreement was executed in January 2000.
 - Estimated dredging cost, \$85 million.
 - Draft feasibility report and EIS public review completed.



Haines Harbor Improvements

Haines, Alaska

- **Location:** Haines is located on the shores of the Lynn Canal, between the Chilkoot and Chilkat Rivers, 90 air miles northwest of Juneau. It lies just south of the Canadian border at British Columbia. By road, it is 775 miles from Anchorage.
- **Project Description:** The report recommended the construction of an adjacent mooring basin with modifications to the existing harbor to provide more protected moorage area.
- **Status:**
 - The Chief's Report was signed December 2004.
 - Design agreement executed June 2004.
 - Continuing work on plans & specs.



Port Lions Harbor Improvements

Port Lions, Alaska

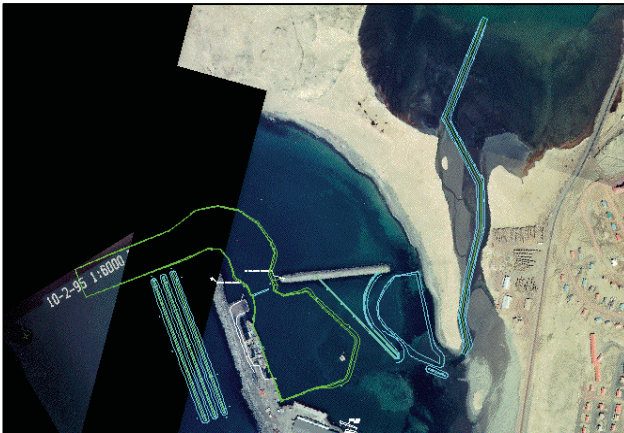
- Location: Port Lions is located in Settler Cove, on the north coast of Kodiak Island, 247 air miles southwest of Anchorage.
- Project Description: The project provides a new rubblemound breakwater at the existing harbor to provide protected moorage for the design fleet. The project would reduce harbor and vessel damages, reduce harvest costs, reduce local emergency costs, and reduce water taxi service costs.
- Status:
 - Construction authorized in WRDA 07
 - Waiting appropriation for design



St. Paul Harbor Improvements

St. Paul, Alaska

- Location: St. Paul is located on a narrow peninsula on the southern tip of St. Paul Island, the largest of five islands in the Pribilofs. It lies 47 miles north of St. George Island, 240 miles north of the Aleutian Islands, 300 miles west of the Alaska mainland, and 750 air miles west of Anchorage.
- Project Description: The project consists of a dredged entrance channel at -32 feet MLLW, a spending beach on the lee side of the existing detached breakwater, three offshore reefs parallel to the existing main breakwater, an environmental restoration feature to increase the flow of water into the Salt Lagoon and a small boat harbor with an entrance channel and maneuvering area dredged to a 20-foot depth and small breakwater.
- Status:
 - Phase I (three offshore reefs) completed August 2001.
 - Phase II completed September 2005.
 - The small boat harbor (Phase III) general reevaluation report approved December 2005.
 - Small boat harbor PCA in preparation and sponsor working on real estate acquisition.



Unalaska Harbor

Unalaska, Alaska

- Location: Unalaska overlooks Iliuliuk Bay and Dutch Harbor on Unalaska Island in the Aleutian Chain. It lies 800 air miles from Anchorage.
- Project Description: The harbor will provide additional protected moorage for commercial fishing vessels. It will reduce congestion and rafting at existing docks.
- Status:
 - Chief's report signed in December 2004.
 - Authorized in Ronald Reagan FY05 Defense Authorization Act, Section 314, P.L. 108-375.
 - Plans and specifications are being prepared.



Valdez Harbor Expansion

Valdez, Alaska

- Location: Valdez is located on the north shore of Port Valdez, a deep water fjord in Prince William Sound. It lies 305 road miles east of Anchorage, and 364 road miles south of Fairbanks. It is the southern terminus of the Trans-Alaska oil pipeline.
- Project Description: The feasibility study will investigate the problems, needs, and opportunities for navigation improvement in the Valdez small boat harbor. The demand for moorage space in the harbor far exceeds the existing design capacity of approximately 510 boats and the construction of an additional harbor is desired by local interests.
- Status:
 - FCSA was signed in June 1999.



**Alaska District Corps of Engineers
Active Project List**

PROJECT NAME	STATUS	TYPE	NOTES
GENERAL INVESTIGATION STUDIES			
AKUTAN HARBOR	Design	Navigation	
ALASKA REGIONAL PORTS	Reconnaissance	Navigation	Completing Reconnaissance Report
ANCHORAGE HARBOR DEEPENING	Feasibility	Navigation	
BARROW COASTAL STORM DAMAGE REDUCTION	Feasibility	Storm Damage Reduction	
COFFMAN COVE	Reconnaissance	Navigation	
CRAIG HARBOR IMPROVEMENT	Reconnaissance	Navigation	
DELONG MOUNTAIN TERMINAL	Feasibility	Navigation	
EKLUTNA WATERSHED	Feasibility	Watershed	
HAINES HARBOR	Design	Navigation	Authorized in WRDA 2007; needs federal funds for construction.
HOMER HARBOR	Feasibility	Navigation	
KENAI RIVER BLUFF EROSION	Feasibility	Erosion Protection	
KLAWOCK HARBOR	Reconnaissance	Navigation	
KNIK ARM BRIDGE	Reconnaissance	Navigation	
KOTZEBUE HARBOR	Reconnaissance	Navigation	
LITTLE DIOMEDE HARBOR	Feasibility	Navigation	
MATANUSKA WATERSHED	Feasibility	Watershed	
MCGRATH BANK STABILIZATION	Feasibility	Erosion Protection	
MEKORYUK HARBOR	Reconnaissance	Navigation	
PORT LIONS HARBOR	Design	Navigation	Needs federal funds for design and construction; authorized in WRDA 2007
UNALAKLEET HARBOR	Feasibility	Navigation	
VALDEZ HARBOR EXPANSION	Feasibility	Navigation	
YAKUTAT	Feasibility	Watershed	
KETCHIKAN NAVIGATION IMPROVEMENTS	Reconnaissance	Navigation	
WHITTIER BREAKWATER	Feasibility	Navigation	
PLANNING ASSISTANCES TO STATES			
WRANGELL WATER SUPPLY	Reconnaissance		
CONSTRUCTION GENERAL			
BETHEL BANK STABILIZATION	Construction	Erosion Protection	Rip Rap completed in 2007; no federal funding available for tie backs in 2008
CHIGNIK HARBOR AK PHASE II	Construction	Navigation	Breakwaters completed; new contract for dredging being prepared
DILLINGHAM EMERGENCY BANK STABILIZATION	Design	Erosion Protection	
FALSE PASS HARBOR AK	Construction	Navigation	Under Construction
GALENA EMERGENCY BANK STABILIZATION PHASE II	Construction	Erosion Protection	Remaining work is to stockpile rip rap for maintenance purposes.
SAND POINT HARBOR AK	Construction	Navigation	Completing Mitigation
PHASE III SAINT PAUL HARBOR - SMALL BOAT HARBOR	Construction	Navigation	Plan to advertise contract in March 2008
SEWARD HARBOR AK	Construction	Navigation	Awaiting funds for another contract to complete the project.
SITKA HARBOR	Feasibility	Navigation	
UNALASKA HARBOR	Construction	Navigation	Plan to advertise contract in Spring 2008.

Alaska District Corps of Engineers
Active Project List

PROJECT NAME	STATUS	TYPE	NOTES
SECTION 205 - TRIBAL PARTNERSHIP			
SHISHMAREF	Study	Erosion Protection	
KAKTOVIK	Study	Erosion Protection	
BETHEL	Study	Erosion Protection	
DILLINGHAM	Study	Erosion Protection	
UNALAKLEET	Study	Erosion Protection	
KIVALINA	Study	Erosion Protection	
NEWTOK	Study	Erosion Protection	
ALASKA BASELINE EROSION STUDY	Study	Erosion Protection	
SECTION 117 - Alaska Coastal Erosion			
SHISHMAREF	Construction & Design	Erosion Protection	Constructed 450 feet of bank protection in 2007. Additional 175 feet to be constructed in 2008. Additional funding needed to complete bank protection.
KAKTOVIK	Feasibility	Erosion Protection	Decision document to be prepared.
BETHEL	Feasibility	Erosion Protection	Decision document to be prepared.
KOYUKUK	Decision Document	Erosion Protection/ Relocation Assistance	Decision document being prepared.
UNALAKLEET	Design	Erosion Protection	Design complete; awaiting funding.
KIVALINA	Design	Erosion Protection/ Relocation Assistance	Phase 1 design for 2,000 feet of sandbags underway.
NEWTOK	Decision Document	Relocation Assistance	Decision document being reviewed.
BARROW	Feasibility	Erosion Protection	Decision document to be prepared.
POINT HOPE	Feasibility	Erosion Protection	Decision document to be prepared.
CAP SECTION 107 - SMALL NAVIGATION PROJECTS			
DOUGLAS HARBOR EXPANSION	Design	Navigation	
GUSTAVIS HARBOR	Reconnaissance	Navigation	
KOKHANOK HARBOR	Reconnaissance	Navigation	
NANWALEK HARBOR	Reconnaissance	Navigation	
SAVOONGA	Feasibility	Navigation	
ELIM NAVIGATION IMPROVEMENTS	Reconnaissance	Navigation	
WILLIAMSPORT	Reconnaissance	Navigation	
COLD BAY	Reconnaissance	Navigation	
CAP SECTION 103 -STORM DAMAGE REDUCTION			
UNALAKLEET STORM DAMAGE REDUCTION	Feasibility	Storm Damage Reduction	
CAP SECTION 205 - FLOOD DAMAGE REDUCTION			
FORT YUKON FLOOD CONTROL	Reconnaissance	Flood Damage Reduction	
SALCHA FLOOD DAMAGE REDUCTION	Reconnaissance	Flood Damage Reduction	
CAP SECTION 14 - STREAM BANK PROTECTION			
DEERING	Reconnaissance	Erosion Protection	
KWETHLUK	Reconnaissance	Erosion Protection	
CAP SECTION 206 - ECOSYSTEM RESTORATION			
CHESTER CREEK RESTORATION	Design	Restoration	

Alaska District Corps of Engineers
Active Project List

PROJECT NAME	STATUS	TYPE	NOTES
NORTHWAY, MARK CREEK	Reconnaissance	Restoration	
EKLUTNA	Feasibility	Restoration	
BLACK LAKE, CHIGNIK	Reconnaissance	Restoration	

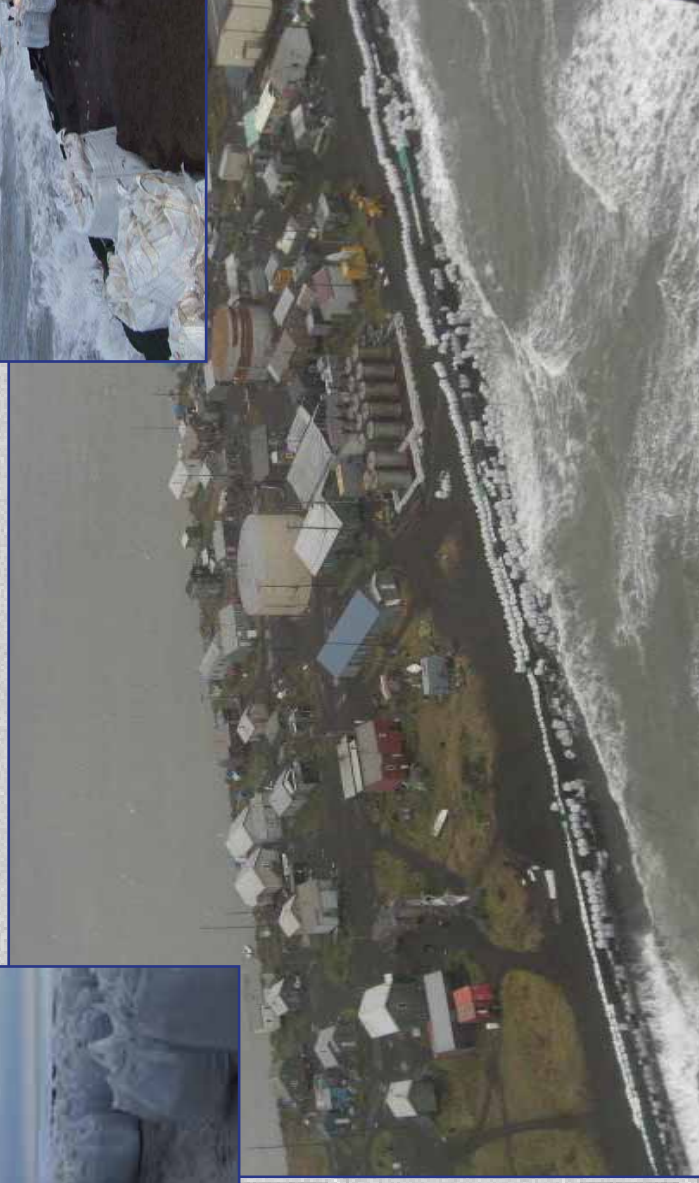
Tab D: Alaska Erosion Projects Completed and Ongoing



Alaska Erosion Projects



Ongoing and Completed
January 2008





US Army Corps
Of Engineers
Alaska District

Ongoing Erosion Projects



Arctic Ocean

Point Hope Erosion Protection

Kivalina Advance Measures &
Erosion Protection

Shishmaref Erosion Protection

Koyukuk Erosion Protection

Unalakleet Erosion Protection

Newtok Storm Damage
Reduction

Bethel Bank Stabilization
Extension & Erosion Protection

Barrow Erosion Protection

Kaktovik Erosion
Protection

Kotzebue

Nome

ALASKA

Anchorage

Bering Sea

Dutch Harbor

Gulf of Alaska

Skagway

Juneau

 = deepwater ports

Ongoing Erosion Construction Projects

Specifically Authorized Construction	Description	Status	Cost
Bethel Bank Stabilization Extension Phase I	Extend previous rip rap project by 1,200 feet.	Contract Award Mar 2007	\$4,630,000
Dillingham Emergency Bank Stabilization	Rock revetment extending past the existing sheet pile revetment	In Design	TBD
Section 117 – Alaska Coastal Erosion			
Alaska Coastal Erosion, Shishmaref	625 feet of rock revetment	450 feet completed in 2007; balance to be completed in 2008	\$6,500,000
Flood Control and Coastal Emergencies (FCCE)			
Kivalina Advance Measures	<ul style="list-style-type: none"> • Provided 10,766 sand bags; • 1 Kobelco 200 Excavator; • 1 Case Wheeled Loader (1.5 cu. yd. Bucket); • 1 Caterpillar D-3 Dozer; • Equipment Maintenance; • Technical Assistance 	Response initiated in Oct 2006 and continued in fall of 2007 .	\$830,000

Shishmaref Section 117 Alaska Coastal Erosion Protection Project



Shishmaref Section 117 Alaska Coastal Erosion Shoreline Protection Project

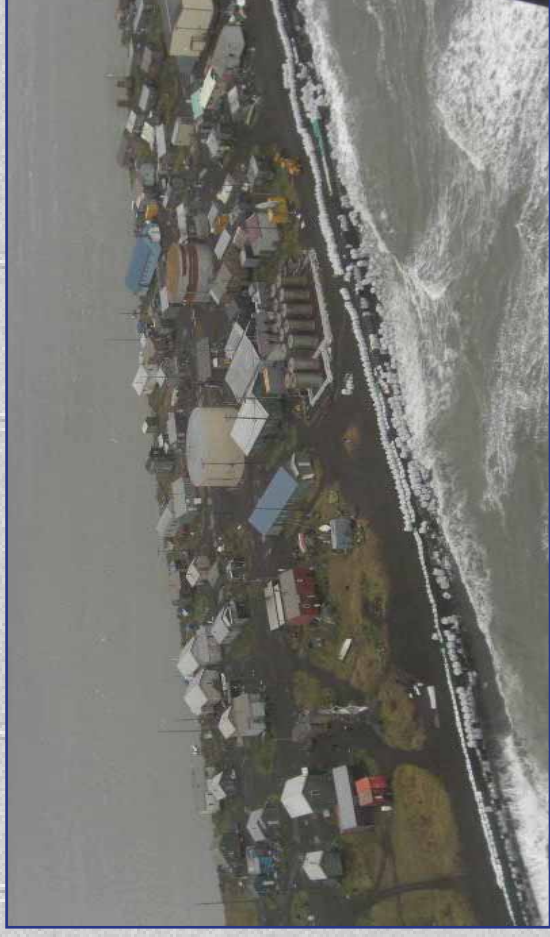
- ◆ Description: Project consists of rock revetment to stabilize 625 feet of shoreline at Shishmaref, AK
- ◆ Project Cost: \$6.5 M
- ◆ Awarded: June 2007
- ◆ Completion: Summer 2008



Other On-going Alaska Erosion Activities

◆ Kivalina Erosion Advance Measures

- Response initiated in Oct 2006 and continued in fall of 2007
- Sand Bags
 - ◆ Provided 10,766 sand bags;
- Equipment
 - ◆ 1 Kobelco 200 Excavator;
 - ◆ 1 Case Wheeled Loader (1.5 cu. yd. Bucket);
 - ◆ 1 Caterpillar D-3 Dozer;
 - ◆ Equipment Maintenance;
- Technical Assistance
 - Cost: \$830,000



Alaska Coastal Erosion Activities Summary

(Section 117 Authority)

Community	Estimated Construction Costs	Status
KAKTOVIK	To be determined	<ul style="list-style-type: none"> Decision Document needs to be prepared
BARROW	To be determined	<ul style="list-style-type: none"> Decision Document needs to be prepared
POINT HOPE	To be determined	<ul style="list-style-type: none"> Decision Document needs to be prepared
KIVALINA	\$30M	<ul style="list-style-type: none"> Construction Agreement Signed - Dec 07 Phase 1 Design Underway (2,000 feet) Awaiting Construction Funds
SHISHMAREF	\$30M	<ul style="list-style-type: none"> Construction Agreement Signed – Jul 06 Phase 1 Construction of 625 of rock revetment underway; to be completed in Sep 08 Phase 2 Design for an additional 750 feet underway Awaiting Construction Funds for Phase 2
KOYUKUK	To be determined	<ul style="list-style-type: none"> Preparing Decision Document
UNALAKLEET	\$30M	<ul style="list-style-type: none"> Construction Agreement Signed – Jan 07 Design Underway; Awaiting Construction Funds
NEWTOK	\$20M	<ul style="list-style-type: none"> Decision Document being reviewed
BETHEL	To be determined	<ul style="list-style-type: none"> Decision Document needs to be prepared

Other On-going Erosion Activities

- ◆ **Sec. 112 Alaska Villages Erosion Technical Assistance (AVETA) Report.**

- Completed April 2006

- ◆ **Sec. 203 Tribal Partnership Alaska Village Erosion Activities**

- Erosion Baseline General Study -- Provides the basis of information for future consideration.
- ◆ Survey of Coastal Native Villages (181 Villages to date)
- ◆ Develop prioritized grouping based on risk of erosion
- ◆ Report Scheduled for Completed the end of Oct 08.
- Data Collection Study
- ◆ Wave Hindcast Study ongoing at the Corps' Coastal Hydraulics Lab

Completed Erosion Projects in Alaska

Specifically Authorized Construction	Description	Year Completed	Cost
Galena Emergency Bank Stabilization Extension	2,275 feet of additional revetment	2005	\$4,600,000
Dillingham Bank Stabilization	1,625 feet of sheet pile 600 feet of sheet pile with rip rap	2000	\$6,459,000
Homer Spit Erosion	4,830 feet of rock revetment	1998	\$8,614,000
Bethel Bank Stabilization	8,200 linear feet of rock revetment	1997	\$22,614,000
Galena Emergency Bank Stabilization	1,590 feet of rock revetment	1988	\$1,400,000
Talkeetna River	1,650 feet of rock revetment and 1,150 feet of rock dike	1979	\$517,000

Completed Erosion Projects in Alaska

Specifically Authorized Construction	Description	Year Completed	Cost
Section 14 (CAP) -- Emergency Erosion Protection			
Shishmaref Erosion Protection	230 feet of rock revetment	2005	\$1,489,000
Emmonak Erosion Protection	1,680 feet of rock revetment	1998	\$1,163,000
Deering Erosion Protection	1,379 feet of rock revetment	1997	\$717,000
Metlakatla Erosion Protection	1,230 feet of rock revetment	1995	\$212,000
Bethel Bank Erosion Protection	200 feet of rock revetment	1985	\$554,000

Tab E: What Needs to be Done



What Needs To Be Done

(View from the Alaska District)

- ☐ Data Gathering
 - Engineering
 - Economic
 - Environmental
- ☐ Statewide Transportation Plan for Ports, Harbors, and Support Infrastructure
- ☐ Alternative Energy Development (Hydropower)
- ☐ Watershed studies and regional approach to project planning
- ☐ Long range planning to support opening the Northern Sea Route/Northwest Passage
- ☐ Harbors of refuge/emergency support for Northern shipping
- ☐ Coastal Storm Damage Reduction projects

Tab F: What We Do, and Can Do For You



What We Do, and Can Do For You

The Corps of Engineers Civil Works Mission

The Alaska District is an engineering and construction agency with a water related civil works mission, design and construction services for Army and Air Force facilities, and regulatory oversight for navigable waterways of the United States. We also undertake work for others under our Interagency and International Services program, and have a program to provide Planning Assistance to States. This paper discusses our civil works activities.

The Corps' Civil Works mission grew out of maintaining navigation of the nation's rivers and harbors and remains centered on water related planning, design, construction, and maintenance and operation activities. Historically the Corps' missions have been Navigation, Flood Damage Reduction, Hydropower, Water Supply Storage, Emergency Stream Bank Protection, Coastal Storm Damage Reduction, and Emergency Preparedness Response and Recovery. Recreation, a Corps mission in the past, has become deemphasized as Federal revenues become scarcer. A relative new mission, instituted within the last 20 years or so, is Environmental Protection and Restoration. The Alaska District has constructed projects in all of these mission areas in Alaska.

The Corps navigation mission involves providing and maintaining navigational access for commercial cargos. This mission includes constructing access channels and protective works such as breakwaters. The Corps does not typically construct features such as piers, docks, or upland facilities. Navigation markers and beacons are provided and maintained by the Coast Guard. Navigation projects are probably the largest category of projects the Alaska District conducts in Alaska.

The flood damage reduction mission is fairly self explanatory. The Corps provides structural and non-structural projects such as dikes and levees, raising structures, diverting flood flows, or in special cases, relocation of facilities, or even entire communities. Flooding is an issue in many Alaskan coastal communities and the Corps has many projects of this type.

Hydropower and water supply storage are related missions in that they both involve construction of a dam to create a water reservoir. The Alaska District has constructed a limited number of hydropower projects in Alaska but this is not a routine mission area. Water supply is a more common mission. The Alaska District currently has two projects on-going: Kake Dam and Wrangle water supply.

Coastal Storm Damage is another threat to Alaskan coastal villages and the Corps is active in this area, designing and constructing erosion protection structures at many communities. The Alaska District is currently involved with erosion protection at Shishmaref, and has designs underway for Unalakleet, Kivalina, Bethel, Newtok and others.

A related mission is emergency stream bank protection. Typically the Corps can only provide this service under Section 14 of its continuing authorities, which is limited to protection of public facilities. However, the Alaska District has received congressional direction to provide more extensive stream bank protection for some Alaskan communities such as Galena, Dillingham, Bethel, and currently under study, McGrath.

Last, but not least, is the environmental restoration and protection mission. The focus of this mission area is the restoration of a degraded ecosystem to produce environmental benefits. These projects are varied including such things as removing debris and other obstructions, opening culverts, and restoration of spawning beds, riparian habitat and woody debris. The Alaska District has projects like this at Chester Creek, Mark Creek, Eklutna, and Black Lake.

One final capability that the Corps has to offer is in delineation, characterization, and clean-up of hazardous and toxic waste. The Corps typically provides this service in the clean-up of active and formally used defense sites in Alaska, but has done extensive work for the EPA and DOE in other states. The Alaska District recently used this technology to determine if contaminated sediments were likely to be associated with the Port of Anchorage expansion project.

Alaska is the last great frontier, much of which remains to be explored. As a result we do not have historic engineering data for many of the remote communities.

The first initiative the Alaska District is taking to address this lack of data is the Long-Term Alaska Wind, Wave and Surge Climatology study (wave climate analysis) of the western Alaska coastline including the Bering and Chukchi Seas. The Corps' hydraulic laboratory in Vicksburg, Mississippi has been tasked with developing a continuous database of wave height, period and direction, surge and water levels based on a 20 year hindcast. The study will also develop the 50 and 100 year storm event. These studies are being conducted as funds become available and the results of this information will be available on the Wave Study Database, available on the internet.

A second initiative scoped is the Decadal Forecast of Climate Change Impact on Waves in Alaska Waters study. This study would develop, test and produce long term (decadal) projections of the wave climatology based on future trends on the ice and meteorological conditions in Alaska. Currently this task is low priority work, and would require participation of other agencies, in both the data and funding arenas.

A third initiative underway at Alaska District is the Baseline Erosion Assessment of 165 communities at risk of erosion. Aerial photography of all 165 communities will be available by the end of July, and the result of this assessment is expected to be available in 2008. This effort will also develop a self-help brochure of low cost protection measures that communities can implement.

The fourth state-wide initiative the Alaska District is conducting is the Alaska Regional Ports study. The scope of this initiative involves several elements: first, to identify potential vessel traffic on a future Northern Sea Route and identify harbors of refuge and locations for emergency response tugs; second, to evaluate existing harbor usage and develop a framework for integrating these harbors into a state-wide network for improvement and maintenance; and third, to evaluate the economic potential of a rail link to the lower 48 for cargo shipped through the Port of Anchorage.

The fifth and final initiative the Alaska District is pursuing is watershed studies. This type of study addresses the environmental needs and restoration opportunities for an entire watershed. Alaska District is currently conducting studies of the Eklutna and Matanuska watersheds.

Typically a Corps project begins as a planning study, first as a reconnaissance study to determine if there is a Federal interest in further studies, then as a feasibility study. These studies are directed by Congress as general investigations. Once the feasibility study is approved, the project moves into the construction general phase with the development of final design and preparation of construction documents. After the project is constructed it moves into the operations and maintenance phase, provided the Corps maintains O&M responsibility for it. Alaska District currently has 26 on-going studies, most of which are navigation related. However, the list includes two watershed studies, and three erosion or storm damage reduction studies.

In addition to congressionally directed studies, the Corps of Engineers develops projects under the Continuing Authorities Program. These are small projects with a limit on total Federal expenditure, typically under \$5 million, but their approval level is at the Pacific Ocean Division headquarters. Projects in this category are Section 14 Emergency Stream bank and Shore Protection (max \$1 million), Section 103 Coastal Storm Damage Reduction (max \$3 million), Section 105 Flood Damage Reduction (max \$7 million), Section 107 Navigation (max \$4 million), Section 204 Beneficial Use of Dredge Material (max \$5 million), Section 206 Aquatic Ecosystem Restoration (max \$5 million), and Section 1135 Project Modifications for Improvement of the Environment (max \$5 million). Alaska District is currently conducting two Section 14 projects, one Section 103 project, nine Section 107 projects, and four Section 206 projects.

The Corps also has authorities which allow us to work for others with water related problems. Under the Planning Assistance to States authority the Corps acts as a consultant. Since these studies are not intended to recommend a Corps construction project to Congress, we have more flexibility for addressing the sponsors' problem. Alaska District is concluding a relocation master plan for the community of Kivalina in which we evaluated six potential relocations sites. This study included geotechnical and water resource investigations.

Through the interagency and international services program the Corps can apply the full range of its capabilities to address water related problems in support of a state or Federal agency. Like the PAS program, the fiscal and policy limitations that accompany a project intended for Corps construction are relaxed and dictated by the regulations of the other agency. One drawback to this program is that, unlike other Corps programs which are cost shared, under IIS the work is 100% billed to the agency for which the work is performed.

Tab G: The Partnership



The Partnership **YOU are Essential to the Civil Works Process**

- Civil Works Process
 - Problem Identification (**Local Sponsor**)
 - Request for Assistance from the Corps of Engineers (**Local Sponsor**)
 - Study Problem/Report Preparation
 - Reconnaissance Report (100% Federal)
 - **Local Sponsor** support required to proceed
 - Feasibility Report (50% Federal/ **50% Local Sponsor**)
 - Report Review and Approval
 - **Local Sponsor** support is key element
 - Design Phase (75% Federal/ **25% Local Sponsor**)
- Congressional Authorization
 - Congressional / **Local Sponsor** support are key elements
- Project Construction
 - Cost Shared: Federal / **Local Sponsor**
 - Cost Share varies depending on purpose

**Tab H: Historical Overview of the US Army Corps of Engineers,
Water Resources Project Development**



HISTORICAL OVERVIEW OF U.S. ARMY CORPS OF ENGINEERS WATER RESOURCES PROJECT DEVELOPMENT

Water resource planning/development essentially had its origins in America upon its inception through the creation of ports and port cities along the eastern coast. Cities such as Boston, New York, Philadelphia, Baltimore, and Charleston were developing urban centers with strong economic ties to the trade sectors, both import and export. In colonial times, rivers and lakes were the principle avenue of transportation for commerce movements, and a number of colonial states had many bold plans for their development. However, limited resources (even in the early years) and engineering skills precluded any real large undertakings. With the formation of the Federal government in 1789 one of the very early acts of the First Congress was the authorization for the establishment and support of lighthouses, beacons, buoys, and public piers. The authorization for construction of a lighthouse at Cape Henry, Virginia was the first public works project undertaken by the Federal government. It was built in clear recognition of the fact that coastal and foreign shipping was the lifeblood of the Nation's emerging economy.

This new Nation saw the development of ports and harbors as a critical element in creating an infrastructure to establish a strong economic base. A year later in 1790, states began to levy tonnage duties as a means to generate capital to further deepen harbors and remove sunken vessels. The administration of Thomas Jefferson pointed the way towards greater federal involvement with internal improvements. The establishment of the U.S. Military Academy at West Point, New York in 1802 and its school of technology made possible a technically competent corps of engineers with the army that would be available for further infrastructure developments. This visionary concept has endured to serve the Nation in such a capacity for over 200 years. Before the advent of the railroad in the 1820s, water transportation on rivers, lakes, and canals, although largely undeveloped, continued to be the most economical means of internal bulk transportation. In 1808, at the behest of Congress, Secretary of Treasury Albert Gallatin produced a farsighted plan that envisioned a grand network of water routes binding together the seaboard states and linking the east coast with the interior and Great Lakes. Other objectives of the plan were to provide greater political unity within the country, and serve as a basis for increased National defense. The estimated cost was \$20 million. Although the plan went largely unfunded, it emphasized the National importance on developing water resources in the early years of our country.

During the 1817 to 1838 period, state and local governments took the lead in the development of inland waterway projects in cooperation with private enterprise. Most of the canals failed to pay back the substantial investments required for construction, the Erie Canal being the most notable exception. In many cases financial resources and technical expertise available to state and private enterprise were lacking to make projects economically viable, despite the fact the Federal government provided significant contributions in the form of land and land rights for project developments. During this period the roles and responsibilities of the Federal and State governments were still evolving. In a historic decision by the Supreme Court in March 1824, *Gibbons v. Ogden*, the court applied an expansive interpretation of the Commerce Clause which essentially gave Congress the power over navigation within the limits of every state in the union. Congress quickly acted upon this with passage of the General Survey Act of 1824, providing broad authorization for roads and canals deemed to have National importance in a commercial or

military point of view. The Act also empowered the president to employ army engineers in this work. In May 1824, Congress passed the first Rivers and Harbors Act. It provided \$75,000 for navigation improvements on the Ohio and Mississippi Rivers. These acts marked the real beginning of the federal program for waterway development in America.

Over the next 35 years, state and federal governments enacted programs to facilitate commercial use of the Nation's waterways. With federal subsidies and technical aid from army engineers, state and chartered companies began improvements on such important canals as the Chesapeake and Delaware, the Chesapeake and Ohio, and the Louisville and Portland. During this same period, the U.S. Army Corp of Engineers began a nationwide endeavor to improve rivers that has continued to this day. Snagging on the Mississippi River, opening of the log-choked Red River, deepening the Ohio, and clearing harbors all along the Atlantic and Gulf coasts were some of the early efforts.

A great upsurge of activity followed the Civil War, as support for Federal navigation projects grew stronger due to wide-spread concerns with railroad rates and lack of competition in the transportation industry. Waterways were seen as a way to balance rail rates through competition from an alternative transportation mode. Such competition and balance continues to this day. During the last third of the nineteenth century, the Corps of Engineers expended over \$330 million on river and harbor improvements. To meet the continued demands for its enlarged responsibilities, the Corps established a permanent, nationwide system of district and division offices, staffed by military and civilian engineers. Congress continued to support the development of the Nation's water resource infrastructure by creating organizations to meet special needs, such as the Mississippi River Commission (1879) and the Missouri River Commission (1884-1902). Among major projects of the period were improvements of the Mississippi River with the development of a flood damage drainage, bank stabilization, irrigation, power, and navigation purposes. By 1882, the annual Congressional Appropriations for rivers and harbors was more than \$18 million and the Corps was involved in about 500 assignments. At the turn of the century, comprehensive planning and multi-purpose projects started to become the focus of federal efforts. Multi-purpose at the time meant navigation, irrigation, hydroelectric power, water power, and soon flood control.

The Rivers and Harbors Act of 1902 included a provision for the creation of the Board of Engineers for Rivers and Harbors (BERH) in the Office of the Chief of Engineers. The BERH typically comprised Division Commanders. The BERH's primary purpose was to conduct independent reviews of reports requested by Acts of Congress or resolution of Congressional Committees, or as directed by the Chief of Engineers concerning proposed work for the development of water resources. The BERH served to provide uniform application of policy and related procedures for the project formulation and development process. Over the next seventy years, the BERH turned down 57 percent of the projects they reviewed. The BERH was terminated in 1992 as mandated under the Water Resources Development Act of 1992. This is important to note, as the termination of the BERH required the development and evolution of the technical and policy review processes currently in place within the Corps.

During the 1940s Congress gave the Corps of Engineers the continuing authority to conduct studies and implement projects for a variety of purposes including small navigation projects (Section 107 of the Rivers and Harbor Act of 1960). Collectively these authorizations permitted the Corps to implement small scale projects to meet local water resource needs without having specific Congressional project authorization. These authorizations have been of significant benefit over the years in funding a wide variety of relatively small scaled projects in support of water resource needs of rural/remote areas and small communities throughout the Nation. By the 1960s, the public began to demand a broader application to planning for multipurpose projects beyond those of the past, promoting recreation, water quality and environmental preservation. Congress passed a number of laws during this time to address these important concerns, including the Wilderness Act (1964), Wild and Scenic Rivers Act (1968) and the National Environmental Policy Act (1969). In 1972 Congress passed the Federal Water Pollution Control Act. All of these Acts have had a significant impact on Corps policy and the application of planning principles.

Development of the Nation's water resources over the past 200+ years has resulted in significant improvements to the Nation's infrastructure and National defense. With an excess of 4,000 projects, there are roughly 300 deep-draft navigation projects, 25,000 miles of inland waterways which annually carry over 630 million tons of consumer goods per year, nearly 400 reservoir and lake sites with over 300 million acre-feet of capacity, 75 hydropower projects, and over 700 flood damage reduction projects. These projects have enabled the Nation to prosper and efficiently utilize a critical natural resource to the benefit of the American people.

Summarized from: *Historical Overview of the US Army Corps of Engineers Water Resource Project Development*, Tetra Tech, 2007.

**Tab I: Corps Budget Development and
Congressional Appropriations**



CORPS BUDGET DEVELOPMENT AND CONGRESSIONAL APPROPRIATIONS

In addition to receiving authorization from Congress (typically through a WRDA bill), Corps Civil Works projects must also obtain funding in order to be constructed. The Corps selects the projects and activities to be funded in its Civil Works program in accordance with specific budget development guidance published/updated annually. The guidance provides very thorough sets of instructions for the classification, rating, and ranking of all CW activities and projects. A key budget goal is to help ensure a balanced investment strategy in water resources projects to optimize returns to the National economy. The investment strategy is centered on eight business lines:

- Emergency Management
- Environment
- Flood and Coastal Storm Damage Reduction
- Hydropower
- Navigation
- Recreation
- Regulatory
- Water Supply

The foundation of the current program development process is based on the Government Performance and Results Act of 1993 (GPRA), PL 103-62. The Act required all Federal agencies to prepare strategic plans and annual performance plans for serving the Nation effectively and efficiently. This has led to the creation of results-oriented performance planning, measurement, and reporting. The Corps current CW Strategic Plan was released in early 2004, where key strategic goals were established as a guide for shaping the CW program. The goals include:

- Provide sustainable development and integrated management of the Nation's water resources.
- Repair past environmental degradation and prevent future environmental issues.
- Ensure the projects meet authorized and evolving conditions.
- Reduce vulnerabilities and losses to the Nation and the Army from natural and man-made disasters, including terrorism.
- Be a world-class public engineering organization.

The overall intent in the development of the CW program is based on the projected merit of the program investment, again a program that is performance based to ensure a high return on the investment dollars for each business line. The return can be in the form of outputs or outcomes.

As a result of these defined objects and performance measurements the limited funds available for budgeting are directed to the highest priority projects. Such projects are defined in terms of reducing risk and providing optimal infrastructure reliability to harbor and waterway systems and

segments that provide the highest return from commercial navigation. One unintended consequence of such an investment strategy is the limited availability of funds for small navigation projects located in rural or remote communities. Such rural community projects tend to not compete as effectively for the constrained available dollars as the larger projects that provide more significant National economic results.

Ultimately the annual Administration budget request for the Corps civil works program is provided to Congress for review and appropriation of funds. Congress may or may not elect to modify the Administration's budget request prior to passage of the appropriations bill and return to the President for signature into law. Corps Civil Works funding is provided by the Energy and Water Development Appropriations Act. Committees charged with review of the Administration request and development of the appropriations bill are the U.S. House of Representatives Committee on Appropriations (Subcommittee on Energy and Water Development) and the U.S. Senate Committee on Appropriations (Subcommittee on Energy and Water Development).

SUMMARY

As presented in this paper, development of water resources projects by the Corps of Engineers occurs within an established and evolving planning and implementation framework. This framework includes agency programs and mission areas that have been established by Congress to address particular types of water resources problems and opportunities. Of the various missions of the Corps, the budgetary priority for funding studies and projects that provide particular project outputs varies over time based upon priorities of the Administration in the executive office. When a local water resources problem can be addressed by a Corps program and receives authorization and funding through the Administration budgeting and Congressional authorization and appropriations processes, a study can be undertaken.

The study must be conducted consistent with Corps planning regulations and guidance. The Corps has developed planning and engineering guidance in the form of Engineer Regulations and Engineer Circulars that define the rules by which projects are to be formulated, evaluated, designed, and implemented. This guidance provides the agency's specific rules for developing projects consistent with the Environmental Principles and Guidelines for Water and Land Related Resources Implementation Studies (P&G) established by the Reagan Administration in 1983. A completed and approved feasibility study may recommend a project for implementation. Prior to construction the recommended project will need to be authorized for construction and funds appropriated by Congress unless the project is developed within a Corps continuing authority program, which does not require Congressional approval.

Summarized from: *Historical Overview of the US Army Corps of Engineers Water Resource Project Development*, Tetra Tech, 2007.

Tab J: Water Resource Project Development



WATER RESOURCES PROJECT DEVELOPMENT AUTHORIZATION OF CORPS STUDIES AND PROJECTS

The Water Resource Development Act (WRDA) process was envisioned to be a biennial piece of legislation that is the main vehicle for authorizing water projects to be studied, planned, and developed by the Corps of Engineers. WRDA legislation provides the Corps with the authority to study water resource problems, construct projects, and make major modifications to projects and establish National policy as it relates to water resource development.

The provisions and contents of WRDA Omnibus Legislation are cumulative and new Acts do not supersede or replace previous Acts. New WRDA adds to the original language contents and often amend provisions of previous Acts. Congress passed the first WRDA in 1974. This Act established the basis for creating a single legislative bill that would address a full range of water resource projects and policies. After the 1976 Act was passed, there was a ten-year hiatus of no WRDAs and no new project authorization due to a major standoff among the House, Senate, and Administration over critical issues like cost-sharing and environmental mitigation policies for Corps programs. In 1986 Congress passed a landmark WRDA bill containing 300 new projects, a similar number of deauthorizations for outdated projects, and for the first time a requirement that all local sponsors pay a portion of the planning study costs and project development costs. Highlights of some important provisions in selected WRDA that may be of relevance to the Alaska Regional Ports and Harbors Conference are provided below:

WRDA 1974

Section 22 authorized cooperation with states in the preparation of comprehensive plans for the development, utilization, and conservation of water and related land resources of drainage basins located within the boundaries of the state. This has been a very popular program in most all states, including Alaska. It can be used for studies such as flood damage reduction, port and harbor development, environmental conservation, water quality, and other studies.

Section 80 directed the use of interest rates for the purpose of discounting future benefits and computing costs based on the Water Resources Council's formula published in December 1968. It also called for a study and report by the President on principles and standards, discount rates, and cost sharing.

WRDA 1976

Section 150 authorized the Corps to plan and establish new wetlands utilizing dredged material from any water resource development project.

Section 203 established the Alaska Hydroelectric Power Fund for use by the Secretary of the Army to study and develop hydropower facilities in Alaska. This was a much used authority in Alaska for the study of many potential small hydropower sites throughout the state, as well as construction of facilities. The program was fairly strong until the early 1980s when development of hydropower facilities became a low budgetary priority.

WRDA 1986

This was the first major Omnibus project authorization bill for the Corps of Engineers in 10 years. It contained a number of environmental provisions addressing issues such as mitigation, enhancement and modification of Corps projects to improve the environment. The Act authorized over 279 Corps projects for study or construction, 33 generic studies, 72 project modifications, 72 miscellaneous projects, deauthorized 290 projects, and authorized over \$500 million in fish and wildlife mitigation/enhancement features.

Section 101 established new cost sharing provisions for the cost of harbor construction and maintenance. Cost sharing would range from 10 percent for projects having depths of 20 feet or less, to 50 percent for deep draft harbors of 45 feet or greater. An additional 10 percent of the cost would be repaid over a 30 year period.

Section 105 had a significant impact on Corps policy as it relates to the Civil Works planning program. This provision instituted a requirement for cost sharing feasibility studies, where nonfederal sponsors would be required by contract to contribute 50 percent of the study cost. One half of the non-federal sponsor's contribution could be in the form of services, materials, supplies, or other in-kind services.

Section 204 permitted non-federal interests to contract with the Corps of Engineers to conduct navigation improvement studies, and under certain conditions their costs may eventually be reimbursed by the government. The established policy for implementation of this provision requires the approval of OMB before any negotiations can commence for contracting the Corps to perform such services.

Section 902 provided that excluding any impacts of general price increases and other considerations, the cost of a project could not exceed 20 percent of the authorized project cost without obtaining additional Congressional authorization. This provision added new reporting requirements for the Corps, where a new decision document is prepared for a previously authorized project (generally in the form of a limited or general reevaluation report) to establish the new project cost and demonstrate continued Federal interest in the project. The document is used as a basis for the new authorization.

Section 904 established requirements for feasibility level studies conducted by the Corps during the planning phase of a project. Specifically, Congress mandated that feasibility reports shall contain, with reasonable certainty, the economic, environmental, and social benefits and detriments of the recommended plan and alternative plans, along with the engineering features (including hydrologic and geologic information). The report shall also include public acceptability and the purposes and scope of the recommended plan. Views of other Federal agencies and non-federal agencies shall also be included in the report. This provision to an extent broadened the public participation process in the development of Corps feasibility studies. No longer would the Corps be in a position of developing reports in somewhat of a vacuum, rather now there would be significantly greater public involvement, consideration of other Agency views, and when considering the requirement for cost-sharing, would establish a partnership

arrangement with non-federal sponsors in the development of the feasibility study scope, and in the execution of the study.

Section 905 (b) further established the two-phase study process currently in practice today. This provision required the completion of a reconnaissance study before initiating any feasibility level studies. The reconnaissance study was to be conducted at full Federal expense of potential water resources problems in order to identify potential solutions in sufficient detail to determine if further feasibility level studies were warranted. The reconnaissance study was to be completed in 12 months, but in no case longer than 18 months. Corps policy viewed the initiation of the study was to commence upon the expenditure of appropriated funds. In addition, Corps policy in the implementation of this provision was to limit Federal expenditures on 905(b) reports to \$100,000, although with the passage of time, this has been more of a goal rather than a specific requirement.

Section 906 established the need for feasibility reports to contain a specific plan to mitigate fish and wildlife losses, unless it was determined that there would be negligible adverse impacts. It also established that mitigation costs shall be allocated to the project purposes and cost-shared accordingly. In addition, it required that all mitigation measures required for project construction be undertaken before or concurrent with the project construction.

WRDA 1988

Much of the project authorization backlog was addressed in WRDA 1986. With the passage of WRDA 1988 only 16 projects for construction were authorized, 20 projects for modification, and the deauthorizations of four projects. No new provisions of law were enacted in this Act that had any significant change in the Corps planning process.

WRDA 1990

Section 301 amended the study cost sharing provision of WRDA 1986 by stating that the costs of engineering and design of projects for which the non-federal interests contribute 50 percent of the cost of the feasibility study shall be treated as costs of construction. Essentially, this rolled all Preconstruction Engineering and Design (PED) costs into the project construction cost account. Initially, these PED costs were financed upfront by the Federal government and with the non-federal sponsors' share subsequently recovered once the project went into construction. Current policy now requires the sponsor to pay 25 percent of the PED costs upfront while in the PED phase.

Section 306 provided legally established environmental protection as one of the primary missions of the Corps of Engineers in planning, designing, constructing, and maintaining water resources projects. This provision placed environmental protection projects on par with the traditional flood damage reduction projects, and navigation improvement projects.

WRDA 1992

Again, this was not a very robust authorization bill, with 22 new projects authorized and 33 existing projects authorized for modification. Six projects were deauthorized.

Section 201 (a) directed the Secretary of the Army to:

- 1) Review regulations on ability to pay in light of locally prevailing conditions such as those associated with specified projects; and
- 2) Amend regulations to the extent that the Secretary determines necessary to more appropriately take into account locally prevailing conditions which would limit the ability of local interests to participate as non-Federal project sponsors in accordance with established cost-sharing requirements.

This again was another indication on the part of Congress to provide some relief from project cost sharing provisions in recognition of economically depressed communities with limited abilities to pay their share of an otherwise needed and justified water resources project. Such considerations are clearly appropriate for rural/remote communities throughout the country for all project purposes.

Section 223 abolished the Board of Engineers of Rivers and Harbors. This essentially caused significant changes in policy and process in regard to how Corps civil works planning documents would be reviewed and approved. The current Office of Water Project Review and the process of reviewing and approving report by the Civil Works Review Board were developed, through some evolutionally changes, as a result of the abolishment of the BERH.

WRDA 2000

This legislation provided authorization for two new projects, and conditional authorization for 28 others. Roughly 45 projects were modified or amended.

Section 203 is an important provision in this legislation, establishing a Tribal Partnership Program between the Corps and Indian Tribes, including those in Alaska. It allows the planning of projects for flood damage reduction, environmental restoration, preservation of cultural and natural resources and other such projects. Cost sharing is based on the ability to pay of the nonfederal sponsor. Section 203 authorizes the Corps to study and determine the feasibility of carrying out water resources development projects that substantially benefit Indian tribes; and are located primarily within Indian country or in proximity to Alaska Native villages. The section authorizes studies to determine the feasibility of carrying out water resources development projects for flood damage reduction, environmental restoration and protection, preservation of cultural and natural resources; and such other projects as the Secretary, in cooperation with Indian tribes and the heads of other Federal agencies, determines to be appropriate. The legislation authorized appropriations of \$5,000,000 for each of fiscal years 2002 through 2006, of which not more than \$1,000,000 may be used with respect to any one Indian tribe. Modification to the legislation is required to extend authority of appropriations beyond fiscal year 2006.

Section 204 amended the ability to pay criteria for cost shared studies and projects to those purposes for environmental restoration, flood control, navigation, storm damage protection,

shoreline erosion, hurricane protection, or recreation, or agricultural water supply. This policy change affecting planning processes had limited application, as guidance on the application of this legislation took many years to develop and obtain approval.

Section 216 authorized a National Academy of Sciences Study. This provision and the issues surrounding it have been a significant concern for the Corps for a number of years. The provision directed the Secretary of Army to contract with the Academy to study, and make recommendations relating to, the independent peer review of feasibility reports. The study was to look at the practicality and efficacy of the independent peer review of the feasibility reports. The study was to provide specific recommendations, if any, on a program for implementing independent peer review of feasibility reports.

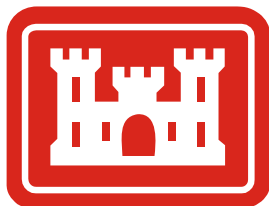
The Secretary was also asked to contract with the Academy to conduct an independent peer review of methods for project analysis. The study was a review of the methods of analysis for conducting water resources planning studies and provides specific recommendations for modifying any of the methods currently used by the Secretary for conducting economic and environmental analyses of water resources projects.

WRDA 2007

This legislation authorized implementation of 46 new projects for which Chief of Engineers reports had been completed and approved; directed 145 specific studies be undertaken under various Corps continuing authority programs; authorized, modified or directed 87 project specific studies and 14 programmatic regional studies. Additionally, the legislation included 47 non-project specific provisions, including guidance and direction on certain aspects of the Civil works program, including project planning, independent review of Corps projects, and mitigation for fish, wildlife, and wetland losses.

Summarized from: *Historical Overview of the US Army Corps of Engineers Water Resource Project Development*, Tetra Tech, 2007.

Tab K: USACE Alaska District Brochure



**U.S. Army
Corps Of Engineers
Alaska District**

**Building and Preserving
Alaska's Future**

MISSION

Alaska District provides a full spectrum of quality engineering, technical and construction support services in support of peacetime and contingency operations in Alaska and throughout the Pacific Region and the world.



Alaska District Headquarters on Elmendorf Air Force Base

WHERE WE LIVE AND WORK

We are responsible for projects in the entire state of Alaska, an area one-fifth the size of the Lower 48. The state supplies 50 percent of the United States' fish harvest and 25 percent of the nation's oil production. Tourism is also important to the state's economy. Climate ranges from lush rainforest in Southeast to vast, panoramic arctic desert on the North Slope. The District reports to Pacific Ocean Division, headquartered in Hawaii.

Commanded by an Army colonel, we employ approximately 550 professional Department of Defense civilians and several Army engineer officers. We are headquartered on Elmendorf Air Force Base near Anchorage, a cosmopolitan city in a wilderness setting. With 277,000 people, Anchorage has 42 percent of the state's population. High-rise buildings shape the city's skyline. Like any large city, Anchorage has performing arts, museums, shopping, restaurants, and hotels. These amenities exist alongside mountain peaks and miles of biking, hiking, and skiing trails.

Our Northern Area Office on Fort Wainwright, near Fairbanks, in interior Alaska, manages construction north of the Alaska Mountain Range. Our Southern Area Office on Fort Richardson, near Anchorage, manages construction south of the Alaska Range.

WE ARE A FULL SERVICE DISTRICT

The Alaska District is a full service district with three major programs, military construction, civil works development, and environmental cleanup/restoration activities. We have significant programs in contracting, operations and maintenance, and real estate. We regulate activities in waters and wetlands under the authority of the Clean Water Act and the Rivers and Harbors Act.

Our programs are highly visible in the military and local communities and are deep seated in Alaskan history. We have extensive expertise in cold regions engineering.

Our professionals assist military, federal, local and Native entities with planning, engineering, construction, contracting, real estate, emergency operations, and regulatory projects and services.

The District supports the Global War on Terrorism and the nation's natural disaster response. Our people are helping rebuild infrastructure in Iraq and Afghanistan and are assisting many Atlantic and Pacific communities with hurricane and typhoon recovery.



MILITARY PROGRAM

Alaska District has one of the largest military programs in the U.S. Army Corps of Engineers. We have a military construction workload of approximately \$600 million. We are the primary design and construction agent for the Army and the Air Force in Alaska. The facilities that we build support our Soldiers and Airmen by improving their quality of life and furthering their readiness for their mission, including the Global War on Terrorism. Many of our projects are technically challenging as they incorporate the latest state-of-the-art features in materials and electronic and utility systems.

Our projects support the changing military strategy and Army Transformation. The Army is creating smaller highly mobile forces that can be deployed anywhere in the world in just a few hours. Alaska's location has the strategic advantage of being equidistant to all the hot spots in Europe, Asia and the Pacific Theater. Our projects support the Army's new Stryker Brigade at forts Wainwright and Richardson and the Air Force's bed down of the C17 transport aircraft and the F-22 Fighter at Elmendorf Air Force Base. Future projects will support the Army's new Airborne Brigade at Fort Richardson and Aviation Brigade at Fort Wainwright.

One of our largest military projects replaced the Army's hospital at Fort Wainwright. We also recently constructed support facilities for the Ground-Based Mid-Course Defense System (missiles) in Alaska.

Alaska District received the Design Through Construction Agent of the Year award in 2006 for delivering the Pacific Air Forces' program on time, in excess of the quality required, and within cost. The District also received an Honor Award in Landscape Architecture as the design agent for the dormitory campus project on Elmendorf Air Force Base.



Bassett Replacement Hospital, Fort Wainwright



Community Education Center, Fort Richardson



Replacement Housing Project at Southern Cross on Fort Wainwright



Hydrant Fuel Project, Eielson Air Force Base

CIVIL WORKS PROGRAM

Our Civil Works program managers work with the State of Alaska, other federal agencies, and local communities throughout the state to design and build new harbors, expand existing harbors, provide flood damage reduction and erosion protection, and restore damaged environmental habitat.

We also conduct maintenance dredging in support of Alaska's commerce and number one renewable resource crop, fishing. The District dredges five harbors annually and 45 harbors as needed. We maintain navigation channels at several other communities. Engineers annually inspect 19 flood damage reduction and erosion control projects, which were built by the Federal government but are maintained by local governments. We have constructed several environmental protection and restoration projects in partnership with city and borough governments. We can help communities protect their public infrastructure with erosion protection and flood damage reduction projects.

The Tribal Partnership Program allows cost-shared studies to be performed for tribal entities. Initial funding under this authority is allowing the District to initiate a review of erosion and flood damage reduction needs and to evaluate requirements and conduct the planning for potential relocation of Native villages that are threatened by Nature's forces.

The District's largest civil works project is the Chena River Lakes Flood Control Project, which protects Fairbanks, the state's second largest population center, and the Army's Fort Wainwright post from devastating flooding. The project is the Corps of Engineers' farthest north flood damage reduction dam and it has the Corps' farthest north recreation facility.



Coastal erosion threatens buildings, fuel tanks and roads in several remote Alaskan villages.



Water impounded behind the Chena River Lakes Flood Control dam in 1992



Dam replacement under construction, Kake, Alaska



Nome Harbor navigation improvements completed in 2006

ENVIRONMENTAL PROGRAM

The Environmental Program is a major part of the total Alaska District workload with three areas of emphasis.

Under the Defense Environmental Restoration Program, the District has identified 603 formerly used defense sites (FUDS) in Alaska. The District has over 300 FUDS cleanup projects underway at approximately 130 properties. This program is estimated to continue beyond 2020 with about \$1 billion worth of cleanup work yet to complete.

The District manages the Native American Lands Environmental Mitigation Program (NALEMP) for the entire state. Under NALEMP, the District enters into Cooperative Agreements with Federally Recognized Tribes that have been impacted from a military activity. Working with the Tribes instead of contractors, the District helps the Tribe take control of the impacts and complete the mitigation using tribal resources and federal funding. With over 600 former military sites and 229 tribes, there are many impacts to address. Currently, the District is involved with 25 active Cooperative Agreements.

The District also manages projects under the Army Environmental Program, the Air Force Environmental Program, and the Interagency and International Services (IIS) cleanup programs. Primary customers of IIS include the Federal Aviation Administration, the USDA Forest Service, National Oceanic and Atmospheric Administration, and the U.S. Coast Guard.



Geo-probe sampling at Amaknak Formerly Used Defense Site at Dutch Harbor in the Aleutian Islands.



Excavation of PCB contaminated soils in Lower Drury Gulch, Kodiak Island



Remediation of drum site at Moses Point was completed in 2005 and the project has been closed out.

SMALL BUSINESS OPPORTUNITIES

The Alaska District fully supports the government's policy to preserve our nation's free competitive enterprise, and to ensure that a fair proportion of the purchases and contracts for property and services for the government be placed with small business enterprises. The Office of Small Business Programs' mission is to sustain the Corps of Engineers as a premier organization in developing small businesses and maximizing their opportunities to participate in our work, thereby ensuring a strong economic base for our nation.



Interim facilities for the Airborne Brigade Combat Team (ABCT) on Fort Richardson were completed from design through construction in 10 months. The project included 136,800 sq. ft. of barracks and laundry, 40,000 sq. ft. of company operations facilities, 18,000 sq. ft. of battalion operations facilities, 35,000 sq. ft. of warm storage, and 15,120 sq. ft. of medical facilities to support the ABCT returning from Iraq.



Interim facilities at Fort Wainwright support the re-stationing of the 4th of the 23rd Infantry Battalion. The project included 98,000 sq. ft. of barracks and laundry as well as 46,000 sq. ft. of company operations facilities and 3,800 sq. ft. of arms rooms.

WE PROVIDE EMERGENCY MANAGEMENT RESPONSE

The District's Emergency Management Office provides quality and responsive disaster assistance in civil emergencies throughout the United States and support for any military contingency response around the world. Alaska District has deployed staff members to support various hurricanes, earthquakes, tornados, as well as flooding events both in the State of Alaska, and the Lower 48 as needed. Some years we have had a high rate of deployments (63 members responded to the 2005 events) due to the nature and severity of the disaster. We also deploy our staff in support of the Global War on Terrorism (Iraq and Afghanistan); as well as Humanitarian Assistance to the Philippines, Indian Ocean Tsunami in Thailand and Indonesian Earthquake, and hurricanes Rita and Katrina.



The Alaska District's Emergency Operations Center is staffed around the clock during emergencies.



Engineers from Alaska District deployed to assist Thailand recover after the Indian Ocean tsunami. Here they inspect a damaged building.

REGULATORY PROGRAM

The District's Regulatory Program plays a large role in Alaska's development, particularly in the North Slope oil and gas fields and with major mining and highway projects statewide. The District regulates the discharge of fill material in waters and wetlands under Section 404 of the Clean Water Act and all work in navigable waters under Section 10 of the Rivers and Harbors Act of 1899. Wetlands cover nearly half of Alaska, over 170 million acres. The District receives more than 2,000 permit actions per year.



Biologist in Regulatory Branch's Fairbanks office checks soil color as part of wetlands determination.

WE ARE THE MILITARY'S REAL ESTATE AGENT

The Alaska District's Real Estate Division provides real estate services to the military in Alaska and provides real estate support to the nation in times of need, disaster and/or military contingencies. Our services to the military include appraisals, land acquisition for permanent or temporary use, lease acquisition for the military's housing program, and management and disposal of property under military control (approximately 2 million acres in Alaska). We serve as executive agent for the Department of Defense Recruiting Program. We also acquire the necessary interest for the Defense Environmental Restoration Program/Formerly Used Defense Sites (DERP/FUDS) program.

In addition to our services to the military, we perform all real estate activities for acquisition of property for Civil Works projects and acquisition of real property interests for other federal agencies. Our full service Real Estate Division administers the Uniform Relocation Assistance program and processes real estate claims under the Permanent Change of Station (PCS) program.

TRIBAL LIAISON PROGRAM

The Tribal Liaison implements the Department of Defense American Indian Policy; U.S. Army Corps of Engineers Guidance Letter No. 57, Indian Sovereignty and Government-to-Government Relations With Indian Tribes and Alaska District Policy Letter No. 13, Alaska District Tribal Policy for the Alaska District of the Corps of Engineers (Corps). The Tribal Liaison implements these policies with Tribes by working to establish and maintain working relationships with the 229 Federally Recognized Tribes in Alaska affected by Corps projects, actions and/or activities.



Each red dot represents the location of a Federally Recognized Tribe

WE EMPHASIZE SAFETY

The District has a comprehensive safety program to keep the workforce safe and to assist construction crews in exceeding Corps safety standards. Safety is the core of the Alaska District's operations.



District Commander Col. Kevin Wilson presents safety awards at the Celebrate Safety banquet.

CORPS HISTORY IN ALASKA

The Alaska District was chartered in 1946 to design and construct war-time military facilities before statehood when Alaska was a territory of the United States. However, the Corps of Engineers' presence in what became the 49th state dates back to 1867 when Alaska was purchased from Russia. The Corps of Engineers explored and surveyed much of the newly acquired land. During the late 1890s Army engineers began investigating Alaska's harbors and rivers. In 1919 Army engineers constructed two jetties at the mouth of Snake River at Nome, the site of an early Alaskan gold rush. The Corps made a significant contribution to territorial transportation in 1942 when the War Department directed Army engineers to construct the Alaska Highway between Dawson Creek in Canada to Delta Junction and Fairbanks in Alaska.



Army engineers constructed the Alaska Highway for the War Department in 1942. Construction was accomplished in only nine months.

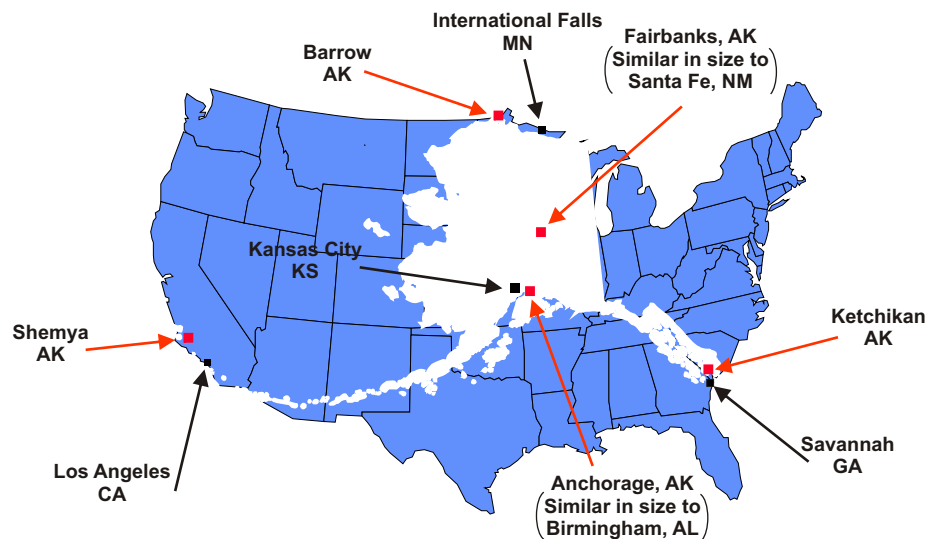


Alaska District built the first phase of the Snettisham Hydroelectric Project in the 1970s and the second phase in the 1980s. The project, which supplies power to Alaska's capital city of Juneau, was the Corps of Engineers' first lake tap nationwide. The award-winning project features the Corps' only underground powerhouse and one of the few Corps-built transmission lines in the country.

For more information about the U.S. Army Corps of Engineers, Alaska District, contact our Public Affairs Office at 907-753-2520 or view our web page www.poa.usace.army.mil

Contact the Alaska District:

Construction-Operations Division	907-753-2768
Contracting Division	907-753-2540
Emergency Management	907-753-2513
Engineering Division	907-753-2662
Employment Opportunities	907-753-2832
Executive Office	907-753-2504
Program Management Division	907-753-5770
Public Affairs Office	907-753-2520
Real Estate Division	907-753-2859
Regulatory Branch (Permits)	907-753-2712
Safety Office	907-753-2896
Small Business Office	907-753-5576
Tribal Liaison	907-753-5674



Alaska is 1/5 the size of the lower 48

Building and Preserving Alaska's Future

The Alaska District received ISO certification in 2004. All our projects are designed and constructed to meet technical international industry standards set up by the International Organization for Standardization.

WE ARE AN EQUAL OPPORTUNITY EMPLOYER

The Alaska District is committed to equal employment and affirmative employment principles. All employees and applicants for employment are treated fairly without regard to race, color, religion, national origin, sex, age or physical or mental disabilities.

To apply for a job:

<http://www.cpol.army.mil>

<http://www.usajobs.opm.gov>

Tab L: Website Links

US Army Corps of Engineers Useful Website Links

Alaska District Home Page

<http://www.poa.usace.army.mil/hm/default.htm>

Alaska District Civil Works Branch – current Alaska reports and environmental documents

<http://www.poa.usace.army.mil/en/cw/index.htm>

2006 Project Maps and Index Book – contains maps and descriptions of all completed Corps Projects in Alaska

http://www.poa.usace.army.mil/co/CoOrg/p_i_book/cover2006.html

Alaska District Regulatory Branch – information on the Department of the Army's regulatory program

<http://www.poa.usace.army.mil/reg/>

Cold Regions Research Engineering Laboratory – Interesting research and development projects

<http://www.crrel.usace.army.mil/>

Pacific Ocean Division – the Alaska District is part of the Pacific Ocean Division, which is located in Honolulu, Hawaii

<http://www.pod.usace.army.mil/>

US Army Corps of Engineers Headquarters Home Page – summary information about the Corps of Engineers and links to other Corps offices

<http://www.usace.army.mil/>

Institute of Water Resources – Developer of Policy and Guidance for the US Army Corps of Engineers

<http://www.iwr.usace.army.mil/>